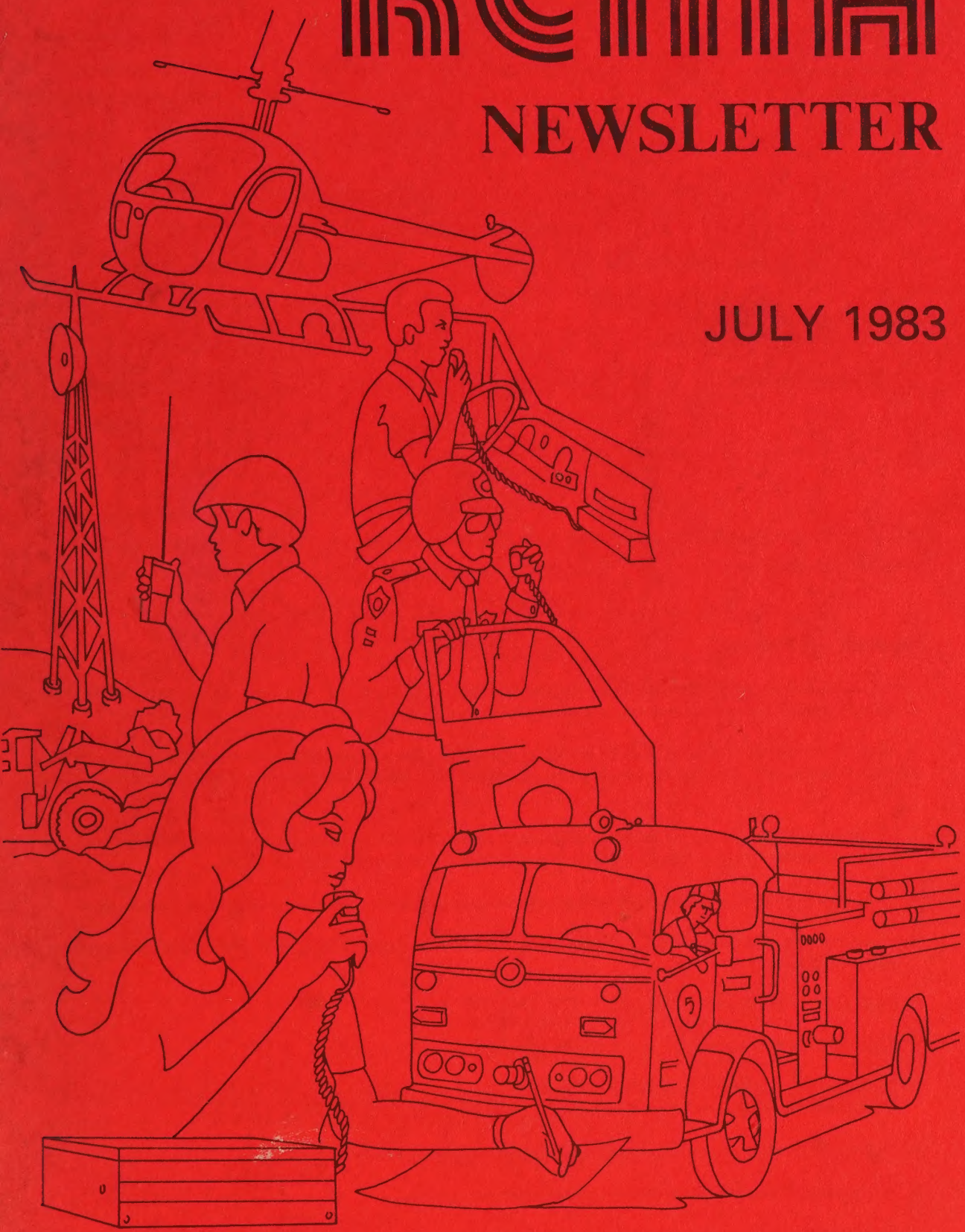
RCMA

NEWSLETTER

JULY 1983



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OF MONITOR RADIO LISTENERS

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A., P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA, P.O. Box 408, Earp, CA 92242.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. The RCMA Newsletter accepts paid advertising. If you would like to place a paid ad, please write to the following address for our advertising guidelines: RCMA Newsletter, P.O. Box 13602, St. Louis, MO 63138

RCMA NEWSLETTER
Issue 88 July 1983
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The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$18.50; Europe—$20.00, South Pacific and Asia—$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted © Reproduction of any material in this newsletter is prohibited without prior written consent.

** Calendar **

Send notices of upcoming events for the Calendar section to:
John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803.
Please send notices well in advance of the Newsletter deadline.

Greater L.A. Area R.C.M.A. Eric Christensen CALA045 Presiding
--Meetings tentatively scheduled each third Friday of the month--

June 17 FRIDAY 8:00 PM tour

South Bay Regional Communications Facility
401 Diamond St, Redondo Beach, Ca

Talk in Frequency 144.330 the GORDO cannnel
or 446.000 or 223.980

July 15 FRIDAY 8:00 PM tour tenative as of press time

California Highway Patrol Los Angeles Dispatch Center
Vermont Street just off the Hollywood Freeway 101

This meeting will be confirmed in the next issue. If you do not receive your copy by Wednesday July 13 call Eric at (714) 848 1828.

August No meeting scheduled. Have a good vacation, and grab some frequencies to share at the September meeting.

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

Visitors are welcome but please confirm the date in advance.

Saturday July 30, 1983 1:00 PM
Sunday August 28, 1983 Picnic / Field exercise
(write or phone for details about this fun day)
Saturday September 24, 1983 1:00 PM
Saturday November 12, 1983 1:00 PM

A SASE on file assures notification of tours and other item which may be scheduled on short notice.

R.C.M.A. Connecticut Chapter

Contact Bill Moore CT 038 203-223-0840
950 Farmington Ave, New Britain, CT 06051

Southern New England Scanners Club

Contact Maurice Dandeneau RI 017 401-828-1641
P.O. Box 7052, Warwick, RI 02887

Calendar continued

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc) non members are welcome to attend.

VHF-UHF DIGEST

The Official Publication of the Worldwide TV-FM DX Association

The 1983 WTFDA Convention will be held August 5th, 6th, and 7th at Dunkirk, NY, hosted by veteran TV DX enthusiast Bob Seybold.

Convention HQ will be the Vineyard Motel, a Quality Inn franchisee, located at Interstate 90 exit 59.

Anticipated registration fee will be $20. Room rates for the convention will be quite reasonable, typically in the mid- 20-to-30 dollar-per-night range.

The program being planned will include a tour of a public TV and FM studio site, and we may also visit area transmitter sites. Demonstrations and a DXpedition to the hills southeast of Dunkirk will also be on the schedule. This area is famous among VHF/UHF DX enthusiasts; it's one of the Northeast's best natural DXing locations.

All DXers are welcome to attend the WTFDA convention. For further info, contact WTFDA HQ, P.O. Box 514, Buffalo, NY 14205, or host Bob Seybold, Bennett Road, RD 2, Dunkirk, NY 14048.

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 - June/July 76 (No Oct or Nov published)	7	$2.00
Aug - Dec 76 (No Oct published)	4	$3.00
Jan - June 77	6	$4.00
July - Dec 77	6	$4.00
Jan - June 78	6	$5.00
July - Dec 78	6	$5.00
Jan - June 79	6	$6.00
July - Dec 79	6	$6.00

1980-82 back issues are now available at $1.50 per copy.

The following categories of postal rates are new. Please read carefully.

Order Total	Include This Amount of Postage
$ 1.50 - $ 5	$1.00
$ 5.50 - $10	$2.00
$10.50 - $15	$3.00
$15.50 - $25	$4.00
$25.50 - $35	$5.00
Over $35	$6.00

Send your request & check or money order (made out to RCMA) to Secretary Bill Ell:
2831 Hermanos St.
Pasadena, CA 91107

THOUGHT waves

Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

The month of July brings waves of another sort to my mind, but I must limit myself to Thoughtwaves. Along with all the daily flotsam and jetsam drifting around in your assistant editor's mind, there appeared an appropriate theme for this month. I'm sure that you'll be shocked to learn that Thoughtwaves, July, is promoting ANARC-y!

A well-timed letter from Bob Horvitz, our Below 30 MHz Editor, reminded me that the 1983 ANARC Convention takes place this month on the 15th, 16th and 17th at the Rosslyn Westpark Hotel, 1900 N. Ft. Myer Dr., Arlington, VA. An official registration form appeared as the centerfold in the May News letter, should you care to have a clear idea of the programs being offered this year.

The tone of Bob's letter leads me to believe that RCMAniacs, as he calls us, should find some VERY interesting and informative programs. He is trying to find supplementary activities for our members which are scanner-oriented. Bob informs me that our former Federal Government and Military editor, Bob Grove, will be a panelist in Seminar # 4 , Public Service/Utility Monitoring on Saturday, from 1:30 to 2:30 P.M.

The ANARC Convention is a great place to meet and exchange knowledge for all kinds of radio hobbyists. I understand that Bob Horvitz hopes to attend for you Below 30 fans, and Hugh Vandegrift, who has recently formed a club for the owners of BC-100s, mentioned in a letter to me that he was going to be there. We are hoping that our members will be out en masse, and that their enthusiasm might influence the SWLs to try scanning.

Delving into other areas of radio or into the chapter clubs formed through RCMA is always enlightening. One's knowledge of SW complements the venture into scanning. Attending a meeting of an RCMA chapter, if one is lucky enough to have one in the area, can open many doors, lead to new areas of interest, and provide lasting friendships. There are now five chapters under the Calendar section of the Newsletter. Keep an eye on that section for chapter information. The Contact/Info column is a good place to look for members who are eager to set up meetings in the hopes that an area chapter might be supported.

If you're in the market for a weekend of exciting radio communication's sharing in the area of our nation's capital, ANARC '83 is for you. I hope that you'll hurry on down to the convention with your BC-100s and other handy-dandy gear; and if you find things to your liking, drop me a line, since I (sigh) can't make it. Take notes, make tapes, and

Write soon,

Ginny

YOUR THOUGHTS

1 West Potomac, Williamsport, MD 21795

To the Editor:

I think that something has come up that members of our club should be aware of. I'm referring to the April issue of a recently begun publication covering all areas of communications. The article covers ways to QSL users of the Public Service bands.

Some of these users are already upset that anyone can buy a scanner and monitor their broadcasts. I have heard everything from secur-

ity patrols and attorney strategy (mobile phone) to undercover police work. I can think of no other single act that would cause these people to go the scrambler route, than some jackass sending them a postcard detailing the time, frequency and details of their transmission!! (I always thought that revealing information heard on the public service bands was illegal)

If you agree with me that we need to keep a low profile and that we can forego QSL cards that will eventually leave us sitting with a lot of expensive equipment and nothing to listen to, then write a letter to the editor of this magazine and let him know how we feel about this whole stupid idea.

There are over 5000 Broadcaster/frequency listings in the current World Radio-TV Handbook for broadcasters operating between 1580 and 26050 KHz. That should be enough for even the most fanatic DXer. I think we have a real problem here and will have to decide which future we want!

Phil Lavette (CO-022)

To the Editor:

Looks like I've been caught exaggerating again! Having barely survived The Great LAPD Paranoia Controversy, now I've just been quoted in Public Safety/California as saying, "At any given time, one third of the radios in L.A. don't work right."

For the record, I wrote the above statement in early March, during a series of severe storms. Just about every agency had some downtime, and most of my favorite amateur repeaters were conspicuous by their absence. Perhaps my mistake was in using the present tense.

As I write this in April, just about all the radios in L.A. work just fine - even mine. Stay tuned for the next time your Photo Dept. editor puts his foot in it.

Seriously though - thanks to all the local public safety personnel (including radio repairmen) for an extraordinary performance this winter. You guys really made a difference.

Hugh Stegman (CA-LA-472)

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS
NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to:
Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

ANARC Convention 1983

July 15,16,17,18 1983 Westpark-Best Western Hotel
Rosslyn, Arlington, VA

The hotel is located accross from D.C.'s Georgetown, and is directly on the Metro line. Rates will be $45.00 per night, single, or $22.50 each for a double room. For more information send a SASE to WADXA, 606 Forest Glen Road, Silver Springs, Maryland, 20901, U.S.A.

ANARC continued

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

July 1 to 4 International Radio Club of America DX Convention
Details send a SASE to Bruce Portzer, 6546 19th Ave NE
Seattle, WA 98115

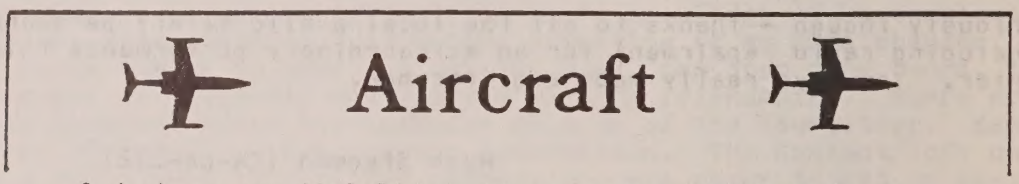
Sept 2 to 5 National Radio Club 50th Anniversary Convention
Details send a SASE to NRC, P.O. Box 164, Mannsville, NY 13661. Convention to be held near Hardford, CT

The "ANARC/HAP Guide to DXing" is no longer available from ANARC. But some back issues of the ANARC Newsletter are available for the cost of a SASE. Issue postage rate is 1/.20 2/.37 3/.54 4-5/.71 6-8/.88 The price is correct but the number of issues is limited, so you may want to request alternates. Issues available 1982 March/April, June, July, September, October, November, December 1983 January. July and Nov 1982 are in shorter supply than the others.

White's Radio Guide is to rise out of the ashes of the defunct Comminictions World. A SASE to Don Gabree, World Wide Publications, P.O. Box 5206, North Branch, NJ 08876 will bring you information.

Century Print Shop, 6059 Essex St, Riverside, CA 92504 has some special offerings from 1 June to 31 Aug 1983. e.g. All 9 vol of Police Call for 1981, 1982, or 1983 for $45.00 postage prepaid. World Radio TV Handbooks 1979, 1981, 1982, 1983 $15 each to 4 for $50. (editors note. Don Erickson, president of CPS, is RCMA member CARI004. For a $0.51 SASE business sized, he will send you a list of several hundred titles which are well below list price. CPS phone number is 714-687-5910 no collect calls)

Radio Nederland, P.O. Box 222, 1200 JG, Halversum, The Netherlands, has a 16 page booklet covering all aspects of evaluating SW receivers, and it is free for the asking.



Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

Darrel Charest, 1459 Monterey Blvd., #293, Hurst, TX 76053

Congratulations to Mr. Hugh Stegman for his excellent photos and article in the March 1983 Newsletter concerning the Los Angeles Tower. If Mr. Stegman is neither a pilot nor controller, he showed an outstanding grasp of a complicated subject.

Mr. Stegman's picture on page 30 of the March Newsletter showed the Los Angeles airport layout in minute detail. The display is provided by a radar system known as (ASDE) Airport Surface Detection Equipment. The ASDE has the capability of showing two people on the airport if they are arms length apart. The ASDE is especially usefull to the Ground Controller during periods of low visibility when he cannot see the taxiways, ramps, terminal gates and other portions of the airport. Using the ASDE, he controls the ground traffic using radio reports from the pilot and observing aircraft movement on the ASDE display. Only a handfull of the busiest airports in the U.S. have this equipment. Without it the controller would, of necessity, base control of ground traffic on pilot reports of position. Understandably, this is slower, more tedious and in some cases inaccurate or misleading. It almost goes without saying that equipment such as this might well have spared the tragedy in the Canary Islands some years ago when two B-747s collided on the ground.

Since it will be several months before we begin to get feedback in the mail,

this may be a good time to explain a little about the air traffic control (ATC) system. Under the terms of the FAA Act of 1958, the FAA is charged with the management of airspace within the U.S. With a few exceptions, most of the air traffic control services are provided by the FAA. The exceptions being military services who operate some 10 or 15 ATC facilities in the U.S. and control not only military flights but also the civil traffic that transits their delegated airspace. There are also a few privately operated control towers such as those of Bell Helicopter here in the Dallas/Ft Worth area as well as others managed by Cessna and Beechcraft in Wichita, Ks. Controllers in all these facilities - private, military and FAA are certified by the FAA.

Airspace within the continental U.S. is divided into some 20 segments, each with an ARTCC (Air Route Traffic Control Center) that is responsibile for separating traffic within its geographical area. Portions of these areas are further subdivided and delegated to Approach Control facilities that are usually part of a control tower, as described in the Los Angeles Tower feature. In general terms, the Center controls the aircraft during the enroute phase of flight while the Tower/Approach Control separates aircraft during the arrival and departure transition to and from the airport.

All air traffic above 18,000 MSL (usually referred to as FL-180 or Flight Level 180) is under positive radar control. Similarly, positive control is also exercised over air traffic in high density airports with high volume aircarrier traffic. While the positive control imposes some restrictions on traffic, the improved safety factor appears to far outweigh the few inconveniences. Following the PSA/Cessna collision in San Diego several years ago, there was a strong push by the FAA and Aircarriers for additional positive control areas and a few more were designated. Opposition from General Aviation interests, however, kept others from being established, and further efforts at tightening air traffic control were almost forgotten when the controllers "Walked" on August 3, 1981. It would seem to me that we have a good balance as the situation exists today.

At the risk of offending our knowledgeable readers, I'm going to list a few common air traffic control terms and their explanations. At a later time I'll do the same for abbreviations.

Traffic	Other aircraft. Usually but not always given when under radar control. If radar procedures are being used the traffic will be issued in terms of the 12 clock. If the traffic is being issued by visual observation, the controller will indicate whether the traffic is right, left in front or behind.
Radar contact	Issued when the aircraft is identified. Usually this will occur just after takeoff, but may take place anytime radar identification is established.
Ident	When the controller asks the pilot to ident, the pilot responds by activating a feature on the transponder that will show the symbol "ID" adjacent to the aircraft on the controllers radar display. It is used to make certain the identification is correct.
Cleared for	Today you hear the phrase primarily for takeoff or landing. If you monitor Clearance Delivery you will also hear it used in the route clearance. If you listen to Ground Control, you have probably noticed the controller does not use the word "cleared" when directing ground traffic. He says instead "taxi to/across/via etc" and this is done to try to eliminate misunderstanding.
Visual approach	During reasonably good weather, visual approaches are used as a means of expediting arriving aircraft. The pilot may be cleared for a visual approach when he sights the airport if he is next to land, or when he sights the traffic he is to follow if he is number 2, 3 4 etc.
Circle to	If the aircraft will make an instrument approach to a specific runway but land on a different one, the controller will indicate the landing runway by stating "circle to" the desired runway. In most instances this is because the

wind favors a runway different from the one to which the instrument approach is being made.

There are many other common terms and phrases used in air traffic control, and most of the meanings are self explanitory. I'm sure I've overlooked many others but I'll wait for requests for these.

When radar separation is being used, the minimum distance between aircraft at the same altitude is 3 miles (nautical miles) in the terminal areas and 5 miles enroute. In busy areas the arrival sequence will look like a string of pearls with each aircraft precisely 3 miles apart, and this is done by specifying the speed to fly. As the arriving aircraft first enter the terminal area they may be anywhere from 10 to 20 miles in trail with the separation gradually compressing as the aircraft near the airport. If "Jumbo" or heavy jets are being separated from other traffic the 3 miles is increased to 5.

So you think you've had a bad day. This little gem surfaced in a flying safety meeting some years ago, and seemed so unique and appropriate that I have carried a copy every since.

"Sport parachuting is normally considered an enjoyable and safe pastime. However, accidents do occur. A recent one is rather unique.

Three parachutists, two students and an instructor, planned to make a static line jump from 2500 feet. The first exited the Cessna 182 without difficulty. The second slipped on the exit step and fell in front of the landing gear. As he fell he grabbed at the wing strut, hung momentarily and let go. To add insult to injury, the parachute deployed and tangled with the landing gear.

Now the student parachutist was dangling below and aft of the aircraft. In this somewhat awkward and embarassing situation the instructor started to cut the student loose. But before he could do so, the student activated his reserve chute.

Now things really began to happen. The aircraft stalled, went inverted and ended up hanging under the parachute. The engine quit and the whole gaggle descended to earth.

Remarkably no one was killed. The occupants of the aircraft received various fractures. The student was uninjured!"

One more war story before we wrap up this month's column.

Many years ago I was a newly promoted supervisor when radar first came to the Phoenix ARTC Center. As one of the few controllers who had been exposed to this equipment (in Cleveland Tower) I was given the task of developing the procedures and training the controllers. When the opportunity came to show how it was done by the old pro, I was always quick to seize it. My chance to star came when the arrival of an unusual but heavy squawl line came through Phoenix. One of my controllers was trying to give vectors through this line of thunderstorms to an Air Force C-97 but the pilot seemed reluctant to venture into it. I told the controller to watch me as I took the C-97 through the squawl line. After some 10 minutes and many heading changes the C-97 arrived in clear weather on the other side of the front. Now I'm waiting for a few carefully chosen words by the pilot on what a fine service I've just performed. When the words failed to arrive, I gave the pilot a little cue by asking "what kind of a ride did he have through the front?" Then to my everlasting embarassment came the reply, "If I had known then what I know now about the ride, we would still be on the other side of the front!" The pilot went on to say that he felt like he was in a rodeo trying to ride a Brahma bull. You win some and you loose some, but this is one I would like to forget.

The excellent list of frequencies that follow are provided by Mr. Stan Hintz, OR-19 and are copyrighted by Portland Police and Fire Listing and are reprinted by permission.

AIRCRAFT FREQUENCIES

NATIONWIDE FREQUENCIES

UNICOM (AIRPORTS WITH TOWER)	- 122.950
UNICOM (AIRPORTS WITHOUT TOWER)	- 122.700, 122.750, 122.800, 123.000, 122.975 (HIGH ALT.)
UNICOM (HELIPORTS)	- 123.050, 123.075
FAA FLIGHT SERVICE STATIONS	- 122.200, 122.300, 122.400, 122.500
FAA FLIGHT SERVICE (RECEIVE ONLY)	- 122.050, 122.100, 122.150
FAA FLIGHT SERVICE, AIRPORT ADVISORY	- 123.600, 123.650
FAA FLIGHT SERVICE, ENROUTE ADVISORY	- 122.000
PRIVATE STATIONS (MULTICOM)	- 122.850, 122.900
PRIVATE AIRPORTS	- 122.725, 122.750
INTERNATIONAL DISTRESS	- 121.500
STATE - FEDERAL ENVIRONMENTAL COORDINATION	- 122.925
FLIGHT TEST STATIONS (MANUFACTURERS)	- 123.125 - 123.575
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AIRCRAFT SEARCH AND RESCUE	- 123.100
AIRCRAFT SEARCH AND RESCUE, TRAINING	- 122.900
ENROUTE SERVICE ("COMPANY" FREQUENCIES)	- 122.825, 122.875, 128.800 - 132.000

AERONAUTICAL RADIO INC.

SEATTLE TO SAN FRANCISCO	- 129.850
SEATTLE TO DENVER	- 130.400
SEATTLE TO ANCHORAGE	- 129.400
DATA	- 131.550

AERONAUTICAL RADIO, INC. (ARINC) PROVIDES COMMUNICATIONS FOR FLIGHT MANAGEMENT OF AIRCRAFT BY THEIR OPERATING COMPANIES ON A COST-SHARING BASIS. ARINC ALSO PROVIDES COORDINATION FOR THE ASSIGNMENT OF LOCAL FREQUENCIES, SUCH AS AIRLINE RAMP FREQUENCIES.

BRITISH COLUMBIA

VANCOUVER, BC

APPROACH	120.800
INTL. ARRIVALS	127.300
DEPARTURE	120.500
TOWER	124.000, 118.700
GROUND CONTROL	121.700
CLEARANCE DEL.	121.400
WEATHER ADVISORY	125.200
ATIS	124.600, 114.800

VANCOUVER CENTER - 132.300, 134.800
(PT. HARDY) - 133.000
(SANDSPIT) - 133.400
(TOFINO) - 132.900

VICTORIA, BC

TOWER	119.700, 119.100
GROUND CONTROL	121.900
ATIS	118.800

NANAIMO, BC

RADIO	126.700, 122.100

WASHINGTON

BELLINGHAM, WA.

FLT. SERVICE STATION	123.600, 122.200, 122.100/113.000
UNICOM	123.000

SEATTLE CENTER (NEAH BAY) - 125.100

WHIDBEY IS. NAVAL AIR STATION

APPROACH CONTROL	118.200, 126.850, 124.150, 120.700
RADAR	126.050
TOWER	126.200, 126.850
GROUND CONTROL	121.750

SEATTLE CENTER (WHIDBEY IS.) - 134.950
125.100

EVERETT

APPROACH - DEPARTURE	128.500
TOWER	121.300, 120.200
GROUND CONTROL	121.800
ATIS	128.650

SEATTLE - TACOMA INTERNATIONAL

APPROACH - DEPARTURE	
EAST	119.200
SOUTH	120.400
NORTH	123.900
WEST	119.500
TOWER	119.900
GROUND CONTROL	121.700
CLEARANCE DEL.	128.000
ATIS	118.000

SEATTLE CENTER - 126.600
(FT. LAWTON) - 128.500
(BEACON HILL) - 120.300

BREMERTON

UNICOM	122.700, 122.800
APPROACH - DEPARTURE	127.100

BOEING FIELD

TOWER (SOUTH)	118.300 - (NORTH) 120.600
GROUND	121.900
CLEARANCE DEL.	118.900
ATIS	127.750
FLT. SERVICE STATION	123.650, 122.550, 122.200, 122.100/116.800

RENTON

TOWER	124.700
GROUND CONTROL	121.600
ATIS	126.950

SEATTLE CENTER (KENT) - 121.200

Aircraft continued

TACOMA INDUSTRIAL
- APPROACH - DEPARTURE 120.100, 119.200
- TOWER 118.500
- GROUND CONTROL 121.800

MC CHORD AIR FORCE BASE
- APPROACH - DEPARTURE 126.500, 125.400, 121.100, 120.100
- TOWER 124.800
- GROUND CONTROL 121.650
- ATIS 109.600
- MAC COMMAND POST 130.650

FORT LEWIS
APPROACH - DEPARTURE 121.100, 120.100
- TOWER 126.200, 41.500
- GROUND - CLEARANCE 121.900
- WEATHER 38.900

SEATTLE CENTER (LARCH MT.) - 125.600
- 126.600

OLYMPIA
- APPROACH - DEPARTURE 121.100, 125.600
- TOWER 124.400
- GROUND CONTROL 121.600

SEATTLE CENTER (LARCH MT.) - 125.600
- 126.600

HOQUIAM
- FLT. SERVICE STATION 123.600, 122.400, 122.200
- RADIO 122.100/117.700

(SCAPPOOSE) - 124.200, 120.900
- 132.350 (HIGH ALT.)

KELSO - LONGVIEW
- APPROACH - DEPARTURE 124.200
- UNICOM 122.800

WENATCHEE
- FLT. SERVICE STATION 123.600, 122.300, 122.200, 122.100/111.000
- UNICOM 123.000

MOSES LAKE (GRANT COUNTY)
- APPROACH - DEPARTURE 126.400
- TOWER 118.100, 124.400
- GROUND CONTROL 121.700
- RADIO 122.400

RICHLAND
- APPROACH - DEPARTURE 125.000
- UNICOM 122.700

SEATTLE CENTER (YAKIMA) - 134.750 (HIGH ALT.)
- 132.600, 126.100,
- 132.300

PASCO
- APPROACH - DEPARTURE 125.000
- TOWER 118.200
- CLEARANCE DEL. 121.000
- GROUND CONTROL 121.800
- ATIS 125.650
- FLT. SERVICE STATION 122.400

SEATTLE CENTER (YAKIMA) - 134.750 (HIGH ALT.)
- 132.600, 126.100,
- 120.300

(PENDLETON) - 135.450 (HIGH ALT.)
- 132.600, 125.000

YAKIMA
- APPROACH - DEPARTURE 123.800
- TOWER 118.400
- GROUND CONTROL 121.900
- VFR ADVISORY 123.800
- ATIS 125.250

SPOKANE INTERNATIONAL
- APPROACH - DEPARTURE 124.700, 124.300, 119.900
- TOWER 118.300
- GROUND COUNTROL 121.900
- CLEARANCE DEL. 127.550
- ATIS 127.800

SEATTLE CENTER (SPOKANE) - 134.750 (HIGH ALT.)
- 126.100, 124.100

SPOKANE (FELTS FIELD)
- TOWER 119.000
- GROUND CONTROL 121.700
- FLT. SERVICE STATION 122.650, 122.200

FAIRCHILD AIR FORCE BASE
- TOWER 126.200
- APPROACH - DEPARTURE 124.700, 134.100

WALLA WALLA
- APPROACH - DEPARTURE 125.000
- TOWER 118.500
- GROUND CONTROL 121.700
- FLT. SERVICE STATION 122.600, 122.200

SEATTLE CENTER (PENDLETON) - 135.450 (HIGH ALT.)
- 132.600, 125.000

LEWISTON, ID.
- TOWER 119.400, 125.700
- GROUND CONTROL 121.900
- FLT. SERVICE STATION 123.600, 122.100/108.200

SEATTLE CENTER (COTTONWOOD) - 135.450 (HIGH ALT.)
- 124.100

COEUR D'ALENE, ID.
- APPROACH - DEPARTURE 125.800
- TOWER 119.100
- GROUND 121.800
- RADIO 122.100/108.800

BOISE, ID.

APPROACH - DEPARTURE	126.900 (N), 119.600 (S)
TOWER	118.100, 119.00
GROUND CONTROL	121.700
CLEARANCE DEL.	125.900
ATIS	123.900
FLT. SERVICE STATION	122.600, 122.200, 122.100/113.300

SALT LAKE CITY CENTER

(EMMETT)	- 132.500, 124.500
(BOISE)	- 128.050
(CASCADE)	- 132.500

OREGON

ASTORIA

UNICOM	122.800
RADIO	122.300, 122.100/114.000

PORTLAND INTERNATIONAL

APPROACH	119.800 (N), 118.100 (S)
FINAL APPROACH	126.900
DEPARTURE	119.800, 118.100, 124.900
IFR DEPARTURE	127.850
TOWER	118.700, 126.200
GROUND CONTROL	121.900
CLEARANCE DEL.	119.000
ATIS	128.350
RADIO	122.600, 122.200, 122.100/116.600

SEATTLE CENTER (SCAPPOOSE) - 124.200, 120.900
- 132.350 (HIGH ALT.)
(LARCH MTN.) - 125.600
- 126.600

VANCOUVER, WA (PEARSON)

CLEARANCE DEL.	121.650
UNICOM	123.000

PORTLAND (TROUTDALE)

APPROACH	119.800 (N), 118.100 (S)
DEPARTURE	124.900
TOWER	120.500
GROUND	121.800

PORTLAND (HILLSBORO)

APPROACH	119.800 (N), 118.100 (S)
TOWER	119.300
DEPARTURE	126.000
GROUND CONTROL	121.700
ATIS	127.650
CLEARANCE DEL.	119.950
FLT. SERVICE STATION	122.600, 122.200, 122.000, 122.100/117.400

SEATTLE CENTER (SCAPPOOSE) - 124.220, 120.900
- 132.350 (HIGH ALT.)
(LARCH MT.) - 125.600
- 126.600

AURORA

UNICOM	122.700
APPROACH - DEPARTURE	126.000
CLEARANCE DEL.	119.950

MCMINNVILLE

APPROACH - DEPARTURE	126.000 (N), 125.800 (S)
UNICOM	122.800
CLEARANCE DEL.	118.350
RADIO	122.100/117.400

SALEM

APPROACH - DEPARTURE	125.800
TOWER	119.100
GROUND CONTROL	121.900
ATIS	123.850
RADIO	122.600

SEATTLE CENTER (HORTON) - 134.650 (HIGH ALT.)
- 125.800
- 121.400
- 119.600

EUGENE

APPROACH - DEPARTURE	119.600 (S-W), 120.200 (N-E)
TOWER	118.900
GROUND	121.700
ATIS	125.200
RADIO	122.300, 122.100/112.900

SEATTLE CENTER (MEDFORD) - 125.300
- 126.250, (H. ALT)
- 126.250 (H. ALT)

NORTH BEND

FLT. SERVICE STATION	123.600, 122.550, 122.400, 122.200
RADIO	122.050/112.100

MEDFORD (JACKSON COUNTY)

APPROACH - DEPARTURE	124.300
TOWER	119.400
GROUND CONTROL	121.700
RADIO	122.650, 122.100/113.600
ATIS	125.750

SEATTLE CENTER (MEDFORD) - 125.300
- 126.250 (HIGH ALT.)
- 135.150 (HIGH ALT.)
(LAKEVIEW) - 127.600 (HIGH ALT.)
- 134.900 (HIGH ALT.)
(KLAMATH FALLS) - 127.600
(FERNDALE) - 125.300

KLAMATH FALLS (KINGSLEY FIELD)

APPROACH - DEPARTURE	127.600
TOWER	118.500
GROUND CONTROL	121.900
RADIO	122.600, 122.100/115.900

BEND

APPROACH - DEPARTURE	132.350
UNICOM	123.000
RADIO	122.100/117.600

SEATTLE CENTER (REDMOND) - 133.900 (HIGH ALT.)
132.350
(PENDLETON) - 135.450 (HIGH ALT.)
- 132.600, 125.000
(THE DALLES) - 119.650

Aircraft continued

REDMOND
APPROACH - DEPARTURE 132.350
UNICOM 122.800
FLT. SERVICE STATION 123.600, 122.500, 122.200

PENDLETON
APPROACH - DEPARTURE 127.400, 132.600
TOWER (CLOSED) 118.700
GROUND CONTROL 121.900
RADIO 122.200, 122.100/114.700

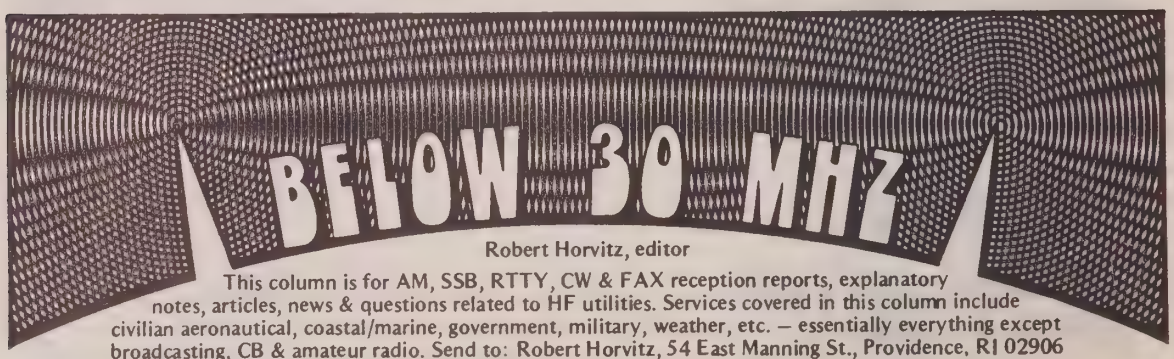
NOTE: AIRPORTS NOT LISTED WILL HAVE UNICOM (TOP OF FIRST PAGE). AIRPORTS WITH TOWER HAVE UNICOM, 122.950

AIRLINE COMPANY FREQUENCIES

SEATTLE	
HORIZON	128.900
UNITED AIRLINES	129.000
WEIN AIR ALASKA	129.100
PAN AM	129.300
UNITED (REMOTE)	129.500
MEXICANA	130.000
WESTERN (AMERICAN)	130.100
AIRCAL	130.150
REPUBLIC	130.700
EASTERN(FED.EXP.)REM	130.750
CONTINENTAL (ALASKA)	131.000
PSA	131.150
ALASKA AIRLINES	131.200
DELTA	131.225
NORTHWEST AIRLINES	131.700
FLYING TIGER	131.825
N.W. AIRLINES (REM)	131.900
FEDERAL EXPRESS	131.925
SAN JUAN AIRLINES	131.950

PORTLAND	
UNITED AIRLINES	129.000
AIRCAL (REMOTE)	129.350
UNITED (")	129.500
WESTERN (AMERICAN)	130.100
PACIFIC EXPRESS	130.125
AIRCAL	130.150
REPUBLIC (WEIN)	130.700
EASTERN(FED.EXP.)REM.	130.750
CONTINENTAL (ALASKA)	131.000
ALASKA AIRLINES	131.200
CASCADE AIRLINES	131.300
NORTHWEST AIRLINES	131.450
WESTERN SKYWAYS	131.750
FLYING TIGER	131.825
DELTA	131.850
N.W. AIRLINES (REM.)	131.900
FEDERAL EXPRESS	131.925
AIR OREGON/HORIZON	132.000

VANCOUVER, BC	
PACIFIC WESTERN	129.900
WESTERN AIRLINES	130.100
WARDAIR CANADA	130.150
CP AIR	130.800
CP AIR (MAINT.)	129.575



Robert Horvitz, editor

This column is for AM, SSB, RTTY, CW & FAX reception reports, explanatory notes, articles, news & questions related to HF utilities. Services covered in this column include civilian aeronautical, coastal/marine, government, military, weather, etc. – essentially everything except broadcasting, CB & amateur radio. Send to: Robert Horvitz, 54 East Manning St., Providence, RI 02906

Special Air Missions

Excerpts from "SAM Navigator" by Capt. William H. Conrad, published in The Navigator (US Air Force quarterly), spring, 1981:

The mission of the 89th [Military Airlift Group] is to provide safe, comfortable and reliable air transportation around the globe to the President, Vice President, and other high-ranking officials, both national and international. The 89th is the Air Force's Special Air Missions (SAM) group and it has provided this service for the past 32 years with a record unmatched by any other organization. No accidents have occurred, and the on-time departure reliability record is in the neighborhood of 99.5%. SAM arrivals are usually within seconds of the published "block time"...

Let's look at a typical SAM mission from the perspective of a navigator in the 1st Military Airlift Squadron, the principal fixed wing flying unit of the 89th.

The SAM navigator's job begins when a mission itinerary comes down from the Vice Chief of Staff, USAF, Office for Special Air Missions. The navigator then becomes the primary mission planner. The work begins by selecting the routes the aircraft will fly. Using the USAF Foreign Clearance Guide, the navigator then determines the countries that require special diplomatic clearances for overflight or landing. Since many SAM missions enter communist-bloc countries, obtaining overflight clearances can be complicated. Clearances are obtained from the government of the country involved through the US Embassy in that country or the Department of State...

Since most of the planning has been done weeks in advance, duties on the day of departure are fairly straightforward. Two hours before departure time the pilots and navigators will meet at Base Operations, or the civilian equivalent, for the routine weather checks, NOTAMs [Notices to Airmen] and filing the flight plan... The crew will be ready to depart one-half hour early in case the party arrives early. The aircraft commander awaits the arrival of the party at the top of the aircraft steps,

while the copilot sits in the right seat and runs the checklists. The radio operators preflight the nav gear, and can repair all nav equipment if necessary. When the VIP enters the aircraft, the engineer and copilot start the engines. By this time, the door is secured and the aircraft is ready to taxi. The aircraft commander jumps in the left seat and the aircraft moves forward only seconds after the passengers are aboard...

Sound like your cup of tea? Where do I sign up? The 89th has openings for 5-7 new navs per year. You need to be an instructor or flight examiner with at least 2000 hours flying time. Further requirements are listed in AFR 36-20, Chapter 8. If you are interested, an AF Form 90 will get the ball rolling. Applicants usually are flown TDY to Andrews AFB for interviews. Being a SAM navigator is an exciting and demanding job, but if you ask any SAM nav, I'm sure he will tell you "It's the best job in the Air Force!"

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More Military Lowdown

"Ground wave emergency network (GWEN) is a low-frequency system operating at 160-190 kHz to provide emergency communications and to pass crucial national messages when other communications systems are 'highly stressed' within an electromagnetic pulse environment. GWEN would be expected to maintain multiple signal paths across the US providing flexible packetized communications from one node to the next. Two preliminary design contracts for an operational system have been awarded, $5 million to Rockwell-Collins Communications Systems Div., Richardson, Tex., and $4 million to RCA Government Communications Systems, Camden, NJ... A nine-station unmanned GWEN network is being built in the Midwest to test the feasibility of the concept. The pilot program will link Strategic Air Command headquarters at Offutt AFB, Neb.; North American Aerospace Defense Command at Peterson AFB, Colo.; Buckley Air National Guard Base, Colo., and several other bases. Initially stations will be located at Pueblo and Aurora, Colo.; Omaha and Ainsworth, Neb.; Manhattan and Colby, Kan.; Fayetteville, Ark.; Canton, Okla., and Clark, SD. Commercial radio towers will be used at Manhattan, Colby and Canton. Standard GWEN towers will be about 300 ft. high with a suitable ground plane, nominally 1000 ft. on a side, [Col. William Lewark, head of Electronic Systems Div./Strategic Communications Systems Directorate] said. USAF also is looking anew at adaptive high-frequency radio, which had been discounted in the past because of operating difficulties in a disturbed ionosphere, Lewark said. However, operation at extended frequency ranges in the high end of the band and networking techniques promise more capabilities than had been realized in recent years, he said. New modular radios under development are expected to be capable of monitoring multiple frequencies and analyzing link qualities, accepting properly addressed messages on a number of usable frequencies." (Aviation Week & Space Technology", 28 March 1983)

"GTE Communications Systems Div., Needham, Mass., has received a $750,000 contract from Naval Electronic Systems Command to design a family of very low frequency/low frequency (VLF/LF) communications equipment planned to sustain strategic communications among submarines, aircraft, surface ships and shore-based stations. Hardware developed for the Consolidated Very Low Frequency Program will incorporate recent advances in modulation, coding and microelectronics to meet Navy size, cost and performance goals, according to the company. Equipment developed under GTE's technical specifications is expected to culminate in a plan for upgrading and replacing Navy communications equipment over the next few years." (AW&ST, 4 April 83)

"Providing USAF support of MEECN (minimum essential emergency communications network), [Electronic Systems Div.] released two competitive validation phase contracts in January for a miniature airborne VLF/LF receive terminal for bomber aircraft. Awards of about $13 million each went to Rockwell-Collins and Westinghouse Electric, with each to provide three sets of evaluation hardware. A single contractor will be selected for full-scale development. Also in support of MEECN is development of frequency, time and spatial diversity receiving equipment both for ground sites and airborne command posts, and also a 100-kw VLF/LF transmitter for USAF/Boeing EC-135 command post aircraft." (AW&ST, 28 March 1983)

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RTTY

Oliver P. Ferrell's long-awaited Guide to RTTY Frequencies (2nd edition) came out in mid-April. Very similar in format to the Confidential Frequency List, which covers voice & CW utility stations, it's claimed to be "the most comprehensive listing of RTTY stations ever published." With 5000+ entries--twice the size of the 1st edition--it may well be that. And yet Ferrell says in his introductory essay that he has "intentionally filtered out hundreds of RTTY signals that are questionable intercepts, too irregularly heard, or probably will never be identified. The GUIDE underplays the number of military channels in operation and does not list SITOR coastal stations unless engaged in weather broadcasting."

As with the CFL, the main list is by frequency--from 4 to 27.5 MHz--with a second sort by callsign. Each entry includes frequency, callsign, power, location, shift & speed, and remarks that identify the user, use, and sometimes language and schedule. In addition to the station lists, there's an alphabetic list of Z-codes often used by commercial and military RTTY stations; a short essay on Cyrillic transmissions; and some helpful comments about callsign assignment, test tapes, and RTTY variants like "Hellschreiber" teleprinting. Essentially no discussion of RTTY equipment. The 192 pages are signature-bound (stitched and glued) to withstand heavy use, and tastefully designed throughout.

Since I'm one of the many people who are unsure if RTTY capability is worth the investment, I found this segment of Ferrell's introduction especially illuminating:

"An unwarranted mystique has been cast around RTTY press or newscast stations... It is apparent that many shortwave listeners and RTTY monitors tune for newscasts under the impression...that vast numbers of press stations can be copied in North America and RTTY monitors will be 'on the inside' of fast-breaking news stories... In quick summary, this is what to expect (in North America) from RTTY newscasts:

"1. English language newscasts 'readable' in North America represent less than 10% of all RTTY newscasts from all press agencies.

"2. The majority of newscasts are directed to countries and/or continents at beam azimuths and times of day when propagation to North America is unfavorable. European RTTY monitors can usually intercept four times as many newscasts as a listener in North America.

"3. A majority of press agencies transmitting RTTY change schedules and operating frequencies at least every two months.

"4. Many newscasts are not broadcast on Saturdays and Sundays or, if from Arabic news agencies, may not be broadcast on Fridays.

"5. Newscasts are rarely continuous and uninterrupted. Many newscasts consist of short items with long periods of idling of either the MARK or SPACE signal.

"6. There is a steady decline in the number of RTTY newscasts. As this edition of the GUIDE was being finalized, the SPA [Saudi Press Agency] newscasts were discontinued.

"7. News agencies are involved in various modernization schemes to upgrade services --including the use of independent sidebands (two different languages broadcast by the same transmitter) and shifts of 200-350 Hz instead of 425 and 850 Hz shifts. As this book went to press, both MAP [Mutual Arab Press, Morocco] and TASS were introducing new transmission formats...

"It is the author/compiler's estimate that approximately 75% of the newscasts schedules will still be in force upon publication of the 2nd Edition of the GUIDE. Major newscast frequency shifts appear to take place in the late fall and late spring. Schedule 'refinements' take place almost weekly and any attempt to publish 100% accurate newscast scheduling is absolutely impossible..."

Everyone expects to find some slippage between a publication and actual spectrum use as time goes by. However, I'm sorry to report that the Guide to RTTY Frequencies has additional problems. While browsing through the Guide, I noticed many listings for the UN. Not having seen anything about this organization's RTTY links before, I decided to extract them for this column. Much to my surprise and disappointment, while cross-checking my list, I found a number of discrepancies between Ferrell's frequency run and his callsign run. Most were obviously typos. See the notes accompanying the list below for the gory details. I can't see why the UN frequencies should be especially problematic, so such discrepancies may be pervasive. This inevitably raises questions about the accuracy of all the entries--like, does Addis Ababa really have two callsigns (4UF and 4UNF) or is one just a typo? Anyway, based on the frequency run, here are:

United Nations RTTY Stations

kHz	call	kw	mode	site
6897	4UA	10	425/100N	Rawalpindi
6897	4UZ	20	425/100N	Geneva
7597	4UAD	1	425/100N	New Delhi
7597	4UAS	1	425/100N	Sringar
7607.5	4US	10	425/100N	Nicosia
7607.5	4UA	10	425/100N	Rawalpindi
7607.5	4UZ	10	425/100N	Geneva
7808	4UZ	20	425/100N	Geneva (a)
7887	4UZ27	20	425/100N	Geneva
9122.5	4UA	10	425/100N	Rawalpindi
9122.5	4UZ	20	425/100N	Geneva
9157	4UN	20	425/100N	Jerusalem
9157	4UA	10	425/100N	Rawalpindi
9157	4UZ	20	425/100N	Geneva
9845	4UA	10	425/100N	Rawalpindi
19118	4UT	1	425/100N	Bangkok
19280	4UZ	20	425/100N	Geneva
19313	4UNF	10	425/100R	Addis Ababa
19374	4UA	?	425/100R	Rawalpindi
19478	4UA	?	425/66N	Rawalpindi
19730	4UAD	1	425/100R	New Delhi
19730	4UZ	1	425/100R	Geneva (f)
19731	4UA	10	425/100R	Rawalpindi
19734	4UA	10	425/100R	Rawalpindi
19734	4UT	10	425/100N	Bangkok
19742	4UZ	20	425/100N	Geneva
19742	4UN	10	425/100N	Jerusalem
19870	4UA	10	425/100N	Rawalpindi
19870	4UZ	20	425/100N	Geneva
19870	4UT	1	425/100N	Bangkok
19879.5	4UZ	20	425/100N	Geneva

Below 30 MHz continued

9845	4UZ	20	425/100N	Geneva
9923	4UAD	1	425/100N	New Delhi
9923	4US	10	425/100N	Nicosia
9923	4UAS	1	425/100N	Sringar
10145	4UZ	20	425/100N	Geneva
10277.5	4UZ	20	425/100N	Geneva
10461	4UZ1Ø	20	425/100R	Geneva
10647	4UA	20	425/100R	Rawalpindi (b)
10647	4UZ	20	425/100R	Geneva (b)
10663	4UZ	20	425/100R	Geneva (b)
11510	4UA	10	425/100N	Rawalpindi
12030	4UA	10	425/100N	Rawalpindi
12030	4UZ	20	425/100N	Geneva
12236	4UZ	20	425/100N	Geneva
13457	4UZ	20	425/100R	Geneva
13999	4UZ	20	425/100N	Geneva
14582	4UZ	20	425/100N	Geneva
14640	4US	10	170/100R	Nicosia (c)
14640	4UA	10	170/100R	Rawalpindi (d)
14640	4UZ	20	425/100R	Geneva (e)
14853	4UZ	20	425/100N	Geneva
15568	4UA	1	425/100N	Rawalpindi
15992	4UA	1	425/100N	Rawalpindi
15992	4UZ	20	425/100N	Geneva
16187	4UZ	20	425/100N	Geneva
16232	4UA	10	425/100N	Rawalpindi
16232	4UZ	20	425/100N	Geneva
17565	4UZ	20	425/100N	Geneva
17656	4UT	1	425/100N	Bangkok
19922.5	4UZ39	10	425/100R	Geneva
20069.3	4UZ	20	170/100N	Geneva*
20071.3	4UZ	20	170/100R	Geneva [ADL](g)
22746	4UT	?	425/100N	Bangkok
22750	4UA	10	425/100N	Rawalpindi
23690	4UT	5	425/100N	Bangkok
23722	many UN stations, 425/100R			
24472	4UV	10	425/100N	Nairobi
24472	4UA	10	170/100N	Rawalpindi
24556	4UF	10	375/100N	Addis Ababa
26280	4UNF	10	425/100N	Addis Ababa
26280	4UT	1	425/100N	Bangkok
27250	4UZ	20	425/100N	Geneva

*weekly news summary in English on Thursday, usually 1130Z

(a) Callsign list shows 7908 in addition to 7808; freq list shows no 7908, so it's probably a typo.
(b) Call list shows mode as 425/100N
(c) Call list shows freq as 14642
(d) Call list shows 14642 & 425/100N
(e) Call list shows 14642 & 425/100N
(f) Call list shows 19370 & 425/100N
(g) no explanation of "ADL" given

Geography notes: Rawalpindi is in Pakistan; Sringar, India; Nicosia, Cyprus; Addis Ababa, Ethiopia...

The Guide to RTTY Frequencies can be had for $9.95 via bookmail, $12 via UPS or $14 via airmail overseas, from: Gilfer Associates, PO Box 239, Park Ridge, NJ 07656.

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:
Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

SOUTHERN CALIFORNIA--NEW BUSINESS FREQUENCIES

Rick Prelinger (CA-SF-002)

M--Mobile P--Paging R--Repeater B/M assumed unless noted otherwise

158.460P	El Torito La Fiesta (Irvine)
151.625M	Scorpion Balloons (Perris) (Also licensed on 151.835M)
461.500	Great American Federal (National City)
469.350M	West Park Hospital (Canoga Park)
462.150R	Harris Communications & Electronics (Simi Valley)
151.745	Beverly Hills Savings & Loan (Buena Park)
153.065	Martin Marietta Corp. (Vandenberg AFB)
463.325R	Blue Shield Protection Service (Los Angeles)
461.750R	National Audubon Society (Traburo Canyon)
461.850R	Executive Air Service (San Diego)
154.600M	Brentwood Bodyguard & Security (Los Angeles) (Also on 154.570M and 154.540)
154.600M	National Research Group (Hollywood)
464.250	Santa Ana Communications & Electronics (Santa Ana)
151.805	JC Penney (Buena Park)
464.975R	Church of Jesus Christ of Latter-Day Saints (Palos Verdes Estates)

Business, Etc. continued

154.515M	Escondido Police Team (Escondido)
462.825P	IBM (Los Angeles)
154.515	Ontario Community Hospital (Ontario)
508.1875	VCG Security Services (Duarte) (Also on 508.2125)
151.925	Security Builders (Century City)
154.625P	Bank of America (San Diego)
154.570M	Pantages Theatre (Hollywood)
463.525R	Channel Islands Bus System (Oxnard)
461.225R	All American Radio Mart (Reseda)
154.515	VESComm (Hemet)
461.150R	BOMAR Security (Santa Maria)
464.550M	Reymac Security (Lakewood)
154.570M	White Memorial Medical Center (Los Angeles)
472.9375R	Statt Investigations (Canoga Park)
464.325R	Cushman Management Corp. (Bunker Hill development) (L.A.)
464.325	Mission Inn (Riverside)
154.570M	Nabisco Dinah Shore Invitational (Rancho Mirage) (Also on 154.600M)
464.600R	Spartans Security (La Mesa)
151.775	Pacific Design Center (Los Angeles)
154.625P	Beverly Towers (Los Angeles)
151.625M	Old Ranch Country Club (Seal Beach) (Also on 151.775)
463.750R	GHG Security & Investigations (Los Angeles)
461.725	Network News Inc. (Beverly Hills) (Also on 464.400)
154.570M	Newbury Park HS (Newbury Park) (Also on 154.600M)
463.750R	Shaw Investigation (Long Beach)
464.375M	Marriott Corp. (Santa Ana) (In addition to 464.675R)
463.925R	Tri County Medical Services (Rancho Cucamonga)
461.850M	California Computer Products (Santa Ana)
464.550	Western Helicopters (Rialto)
452.425	Riverside Transit Agency (Riverside) (Mobiles on 457.425)
852.1375R	King Videocable Co. (Tujunga)
462.125R	Bullock's (Transmitter: Corona)
464.500M	Grosh Scenic Studios (Hollywood)
464.525	CBS-TV Network (7800 Beverly Blvd., Los Angeles)
31.24	National Car Rental (Los Angeles International Airport)
154.600M	Almar Plaza (Rancho Palos Verdes)
154.600M	Heritage Schools (Anaheim)
463.575R	Reymac Security (Lakewood) (Also see above)
463.675	California Racing Association (Los Alamitos Track)
154.515	XTRA-AM/91X-FM (San Diego)
463.550R	Kobey Swap Meet (San Diego)
464.150R	Lake Dianne Apartments (Santa Ana)
461.425R	Jewish Federation Council of Greater Los Angeles (LA)
469.4375M	Cadillac Fairview California (Torrance)
464.750R	Wells Fargo Guard Service (San Diego)
462.625R	Texas Cable Services (Simi Valley)
851.4125R	Motorola C & E (Oxnard)
151.715	Centre Properties (Century City)
151.955M	American Honda (Gardena) (also on 151.625M)
462.875	Rockwell International (Chatsworth & Canoga Park)
151.745	Salk Institute of Biological Studies (San Diego)

NEW NORTHERN CALIFORNIA BUSINESS FREQUENCIES

Rick Prelinger (CA-SF-002)

B--Base M--Mobile P--Paging R--Repeater

483.9625R	Royal Investigation & Patrol (San Leandro)
457.5875M	Port of Oakland
464.925R	State Farm Mutual Automobile Insurance (Rohnert Park)
492.4125M	Mosler Safe Co. (San Jose)
154.600M	Sugar Bowl Corp. (Ski Area) (Norden)
151.805	Olympic Club (San Francisco)
461.900	California Academy of Sciences (San Francisco)
484.2125R	Mondavi/Krug Winery (St. Helena)
151.805M	Del Paso Country Club (Sacramento)
464.875	Holiday Inn (San Francisco)

Business, Etc. continued

151.835	Mammoth Mountain Ski Area (Mammoth Lakes) (Also 151.805)
463.5125M	Transamerica Airlines (Oakland) (Also 468.5125M)
464.250	Stanford University (Palo Alto CA)
851.3875R	Mammoth Mountain Ski Area (Mammoth Lakes) (See above)
151.865M	Perini Land & Development (Mountain Bay Plaza, Mountain View CA)
154.515	Monterey Bay Academy (Watsonville)
461.550R	Lauritzen Tug & Barge (Antioch)
461.550	Intermountain Corp. (South Lake Tahoe)
463.575R	Anderson Union High School District (Anderson)
463.925R	Monterey Peninsula Mobile Security (Monterey)
467.850M	Sound & Music Environments (San Francisco)
153.695	Oakley Sanitary District (Oakley)
451.975M	Bechtel Power Corp. (San Francisco)
464.200R	American Ambuvan (Oakland)
151.715	Nut Tree Associates (Nut Tree)
464.550M	Kiwanis International (Oakland)
463.300R	Cal State Patrol (San Francisco)
490.9125	Atari, Inc. (Sunnyvale)
453.125B	Kaiser Hospital (Oakland)
462.750P	San Francisco Newspaper Agency (Transmitter: Union City)
462.400R	Apple Computer (Cupertino)
851.6875R	Tribune Newspapers West (Palo Alto)
490.2125R	Browning-Ferris Industries of Northern CA (San Carlos)
463.600R	Lazy B Ranch Guard Dogs (Oakland)
154.600M	American Can Co. (Oakland)
464.4875M	Hawk International Security (Capitola) (Also 469.4875M)
151.625M	Kanemoto Racing (San Jose)
462.150R	Bud Antle, Inc. (Salinas)
464.475	Bohemian Club (Monte Rio) (Bohemian Grove)
461.125R	Japan Travel Bureau (San Francisco) (Also 463.250)
463.525R	MDS Qantel Inc. (San Jose)
461.600R	Downtown Plaza Associates (Sacramento)

From Robert CA-LA-173

Valley Burau L.A.P.D.
CHANGE TO

VAN NUYS	Div. # 9	F-1	506.7125
WEST VALLEY	Div. #10	F-2	506.8875
North Hollywood	#15	F-3	507.1675
FOOTHILL	Div. #16	F-3	507.1675
DEVONSHIRE	Div. #17	F-2	506.8875

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BUSINESS				
Mattel COP.	472.8675	KB-5451	HAWTHOREN	CA.
	475.8625	WIC-633	Hawthorn	CA.
	475.8625	WIC-634	Industry	CA.
LCT CAL. CHART	466.2250	WDS-643	Woodland Hills	CA
PIC N SAVE COP.	151.6250	KA-9255		CA.
SIMI VALLEY SCHOOL BUSS	462.550	KAB-2458	Simi Valley	CA.
FOOTHHILL PATROL	471.8375	KB-6647	L.A.	CA.
SOL'S GARDEN	471.8375	KB-5835	Reseda	CA.
ALL AMERICAN RADIO MART	462.550	KAD-3703	Reseda	CA.
AM PM TOW	471.8375	KB-6587	L.A.	CA.
CALIFORNIA POOL'S	461.2000	KA-48820		CA.
SIMI VALLEY ALARM	462.6500	WFA-587	Simi Valley	CA.
KENS TOWING	462.3250	WDD-962	L.A.	CA.
WALTS GARAGE TOW	461.3000	WFT-593	South Gate	CA.
DAVES TOWIND	461.9000	WCP-464	Castaic	CA.
NEWHALL LAND & FARM	463.8000	WRF-903	OAK MT.	CA.
ALFRED M LEWIS	151.8350	WSC-85	Northrdge	CA,
	42.9800			
GROUP W CABLE	816.4125	KA-76248		CA.
	817.4125			
	818.4125			
	819.4125			
	820.4125			
CARSON CAB	157.5600	KA-65167	Carson	CA.
CANYON ROOF SYSTEM	154.6000	KA-68102	Canyon County	CA.

Business, Etc. continued

BEECHCRAFT WEST	154.6000	KA-84554	Van Nuys	CA.
NEWS PRESS PUBLISHIN	462.5500	KAA-9101	Solvang	CA.
CLARTS AUTO	35.0600	KAO-735	Woodland Hills	CA.
CAL. AUTO	151.7150	KBE-581	Van Nuys	CA.
CASTAIC TOWING	463.8750	WQX-737	OAK MT.	CA.
COBRA TOWING & ROAD	154.5150	WQX-932	Van NUYS	CA.
ORANGE COUNTY FAIR	464.3250	WRU-751	Costa Mesa	CA.
	464.4250	WRU-751	Costa Mesa	CA.
CYPRESS AUTO TOW	809.4750	WGG-495	Cypress	CA.
GOODWILL CAB'S	152.4200	KAY-660	Alameda	CA.
	157.6800			
SEA WORLD	462.0250	KA-90452		CA.
	464.0875			
	464.1875			
	464.2125			
	464.4325			
	464.4675			
UNITED AIRLINES	460.725	KAX-261	Ontario	CA.
CHINA AIRLINES	462.6500	KAB-768	L.A.	CA.
CATTRAC Construction	462.5500	KAB-2738	Upland	CA.
ARA Services INC.	462.5500	KAB-2640	L.A. (Colver City)	CA.
		KAB-2639	Beverly Hills	CA.
T.W.A.	464.5250	KAR-252	L.A.	

SAN LUIS OBISPO COUNTY

BROADCAST - BUSINESS - UTILITY

ATASCADERO UNIFIED SCHOOLS	463.325	RP		
BEALL'S TOWING Santa Maria	150.875			
CAL COAST CHARTER Busses	464.850	RP		
CHEVRON OIL Coastal	451.375	RP		
Inland	451.750	RP	KZX543	Atascadero
COASTAL AIR Av fuel San Ls Ob	151.655			
COLLEGE TOWING San Luis Obispo	150.845		KBP465	
FALCON CABLE TV	464.850	RP		
FOLEY, H P CO. Diablo Canyon	464.500	BM		
GENERAL TELEPHONE Ch 13 (YK)	152.660	RP	(157.920)	'Santa Maria'
Mobiltelephone Ch 21 (JK)	152.780	RP	(158.070)	'Lompoc'
HANSEN'S TOWING	462.025	RP		
IBM CORP Santa Maria Paging	151.955			
IMPERIAL AIRLINES	130.450			
JACK'S TOWING San Luis Obispo	461.250	RP		
KCPR Radio 91	161.670		KVQ428	
	161.730		KVQ428	
KKAL Radio 1280	161.700			
KPRL Radio 1230	161.760			
KSBY TV-6	463.875	RP	WSU771	
KUHL Radio 1440	161.640			
KVEC Radio 920	153.290		KFM611	
KEN'S EXXON Arroyo Grande	150.830		KDB727	
MARTIN'S TOWING SERVICE Sn LsOb	157.500			
MORRO BAY DIAL-A-RIDE	452.800	RP		
NACIMIENTO LAKE	463.325	RP	M	'200 units'
PACIFIC GAS & ELECTRIC Service	153.620	BM		
Diablo Canyon - Security	153.560	BM		
Diablo Canyon - Opern1 Scty	451.075	F3-RP	F4-M	
Diablo Canyon - Opern1 Scty	451.125	F1-RP	F2-M	
Diablo Canyon - Admin/Paging	451.200	RP		
PACIFIC TELEPHONE Construction	451.350	RP	KGM683	'San Luis Disp'
	151.985		(158.340)	
Mobiltelephone Ch 5 (YL)	152.540	RP	(157.800)	'San Luis'
PASO ROBLES DIESEL Towing	462.025	RP		
PASO ROBLES PUBLIC SCHOOLS	461.575	RP		
PORT SAN LUIS Ch 10	156.500		Commercial	
Ch 12	156.600		Port Operations	
PROFESSIONAL AMBULANCE Paso Rob	155.220		KZT501	
RCS, INC. Paging	152.240			
Mobilphone Ch 3 Sn Ls Ob	152.060	RP	(158.520)	
Mobilphone Ch 7 Sta Maria	152.120	RP	(158.580)	

Business, Etc. continued

Mobilphone Ch 9 Sta Maria	152.150	RP	(158.610)
Mobilphone Ch 13 Sn Ls Ob	152.210	RP	(158.670)
Itinerant	151.625	M	
Mobilphone Ch 25	454.125	RP	
Rydaxphone Ch 21	454.025	RP	
Rydaxphone Ch 22	454.050	RP	
Rydaxphone Ch 31	454.275	RP	
Rydaxphone Ch 32	454.300	RP	
Marine Ch 16 - Calling	156.800	BM	
Marinephone Ch 26	161.900	RP	(157.300)
SAN LUIS COASTAL SCHOOLS	155.280	BM	KNFQ445
SAN LUIS GARBAGE	151.830	BM	
SLO CO MID-STATE FAIR Security	151.925	BM	
SAN LUIS TRANSPORTATION Busses	463.225	RP	
Taxi	152.450	B	(157.710)
SONIC CABLE TV	463.850	RP	
SOUTHERN PACIFIC RR Road	161.550		
Radiotelephone 2	160.890	RP	(161.040) 'Los Angeles'
Radiotelephone 3	160.950	RP	(161.160) 'San Francisco'
SOUTHERN CALIFORNIA GAS Service	153.545	BM	
	153.410		
TEX'S PAINT & BODY Morro Bay	463.225	RP	WDQ252
UNION OIL Pipeline	48.90	RP	M KMJ409 Tank Farm-SLO
Mobilphone	153.155	RP	'Santa Maria'
WAYNE'S TIRE	463.400	RP	
WINGS WEST AIRLINES	128.950		

AMATEUR RADIO REPEATERS

King City-Williams Hill	146.730	- W6LIO
Paso Robles (local)	146.820	- W6YDZ (must ID)
San Luis Obispo-Cuesta Peak	146.805	- WB6FMC
San Luis Obispo-Cal Poly(local)	146.760	- W6BHZ
Pismo Beach (local)	146.670	- WB6IIY
Nipomo	147.210	+ WB6IIY
Santa Maria	146.940	- WB6IIY
Lompoc	145.110	- WB6QEV (2m link)
Lompoc	146.720	- W6EKO
Santa Barbara	145.180	-
Santa Barbara	147.000	+ N6ZF
Cuesta Peak	222.980	(224.58 in) WA6QBQ (2m, 450)
Cuesta Peak	442.700	+ WB6FMC (6m)

12/82 CASL-005 N6BRR

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:
Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

Well guys and gals I'm free. No more exams or worries about trivial matters such as the coefficient of friction for a smooth pipe in laminar regime. It's also summer here. I can see a patch of grass across the street about 3 feet in diameter. We had a really good snow storm day before yesterday. But thinking ahead to summer, I have gone through my files and pulled out a few items of interest to travellers this summer. I was mostly concerned with tourist attractions such as exhibitions and midways. Of course if anyone has any more info to add, I will be happy to include it. I am sorry that I cannot give proper credit to the contributors, but once I put the information in my files, I have no way to tell who gave it to me. But those who contributed know who you are, and my thanks go out to you all.

Canada continued

Pacific National Exhibition, Vancouver	Security	162.360/162.360
		173.070/173.070
	Operations	167.580/167.580
Calaway Park, Calgary		
Calgary Exhibition & Stampede	Secondary 1	452.9125/457.9125
	Primary 2	453.4375/453.4375
	Secondary 3	453.6625/453.6625
	Grandstand 4	453.7875/453.7875
	Parking 5	453.8625/453.8625
Calgary Zoo		151.085/151.085
		169.350/169.350
Heritage Park, Calgary		162.600/162.600
Glenbow Museum, Calgary		464.150/464.150
Edmonton Exhibition Assoc.		453.6125/453.6125
		453.6875/453.6875
		454.2000/459.2000
		464.1875/464.1875
		469.6125
Canadian National Exhibition, Toronto		149.290
		463.6125/468.6125
Exhibition Stadium, Toronto		172.290
Metro Toronto Zoo		451.150/456.1625
		451.650/456.6625
Royal Ontario Museum, Toronto		459.225
Toronto Blue Jays Baseball		151.085/151.085
National Arts Center, Ottawa		168.870
Montreal Expos Baseball Club		463.075/468.0875
		463.775/468.7875

Well that's about all I have. Have a nice trip. Now I have some more information on the new OPP system from two members. First from Chris (CAN-061) comes some information on the implementation of the equipment. Chris sent some other information, but I'll get to that later. In his letter Chris says he interviewed Ontario Solicitor General George Taylor. Mr. Taylor said that some parts of the project have been placed on hold because of budget restraints. The ministry is studying the cost effectiveness of building their own microwave system between district headquarters or using a commercial system (leasing). The rest of the project is going ahead. Testing of the system should begin around late April or early May in the London area. All members in the London area should try plugging in some of the OPP frequencies I have printed in the column. You should have some good results.

Now for the second half of the information. Guy(CAN-031) has sent in some more OPP frequencies.

143.160/139.140	Parry Sound
140.970	" "
142.770/138.750	" "
143.640/139.500	" "
142.770/138.750	Espanola
141.690/139.455	"
140.970	"
141.435/139.155	"
141.630/139.320	Newby's
140.970	Bellevue
141.195/139.185	"
142.770/138.750	"
141.300/139.950	"
141.390/139.470	"
141.495/139.290	Elliot Lake
141.705/139.110	"
140.970	"
142.770/138.750	"
141.630/139.260	Wharncliffe
141.405/139.095	"
142.770/138.750	"
141.720/139.485	Aubrey Falls
140.970	" "
142.770/138.750	" "
141.360/139.215	" "

Canada continued

143.655/139.065	Montreal River
140.970	" "
142.770/138.750	" "
141.435/139.155	" "
141.690/139.455	" "
140.970	Deadman'

Well gang I hope you have the best of luck in searching the new OPP frequencies. One more note. The schedule for getting various parts of the province on stream has been pushed back from the original schedule. Originally the London area should have been on line by now. (Date of writing end of April). I will of course be eager to hear from any member who hears anything on the new channels.

Chris(CAN-061) has sent in a lot of interesting articles and newspaper clippings. I don't have room to print them all, so this is what I'll do. I'll give a brief description of everything he has sent in. Interested members can write me and ask for photocopies of the material that interests them.

The first item is some information on the CNR's "Mobile One Command Post." It will be used for derailments involving hazardous materials, and it is loaded with electronic equipment. Chris also sent in an article on a rescue made possible with SARSAT. The April 1983 Reader's Digest has an article as well. Chris also sent a couple of clippings dealing with mobile computer terminals in police cars, specifically for the Metro Toronto force. Very interesting. Also computerized dispatch project that was to be implemented in North Bay, Sudbury, Timmins and Sault St. Marie, has been cancelled. The agreement for this mutual aid project has been dissolved. The article goes into more detail. I'll continue next month.

Back soon, bye for now.

COMMUNICATIONS PROFILE

RCMA Asst. Editor, 1 West Potomac, Williamsport, MD 21795

This column is for special projects that explain various radio systems in detail. Frequencies and radio codes of not only municipal agencies and certain federal government agencies may be listed, but also large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you are inclined to submit a report as the one below appears, please follow No. 8 in the inside front cover of the Newsletter.

CITY OF OAKLAND, CALIFORNIA--PROFILE--

Submitted by Cliff Polkinghorn (CA-AL-029)

. POLICE

* FREQUENCIES:

#1-156.090-SECTOR II--DISPATCH--(input 155.370)
#2-155.790-SECTOR I---DISPATCH--(input 154.725)
#3-155.850-SERVICE VOICE COMMUNICATIONS
#4-154.920-C.L.E.M.A.R.S. & CAR TO CAR

* SECTORS:

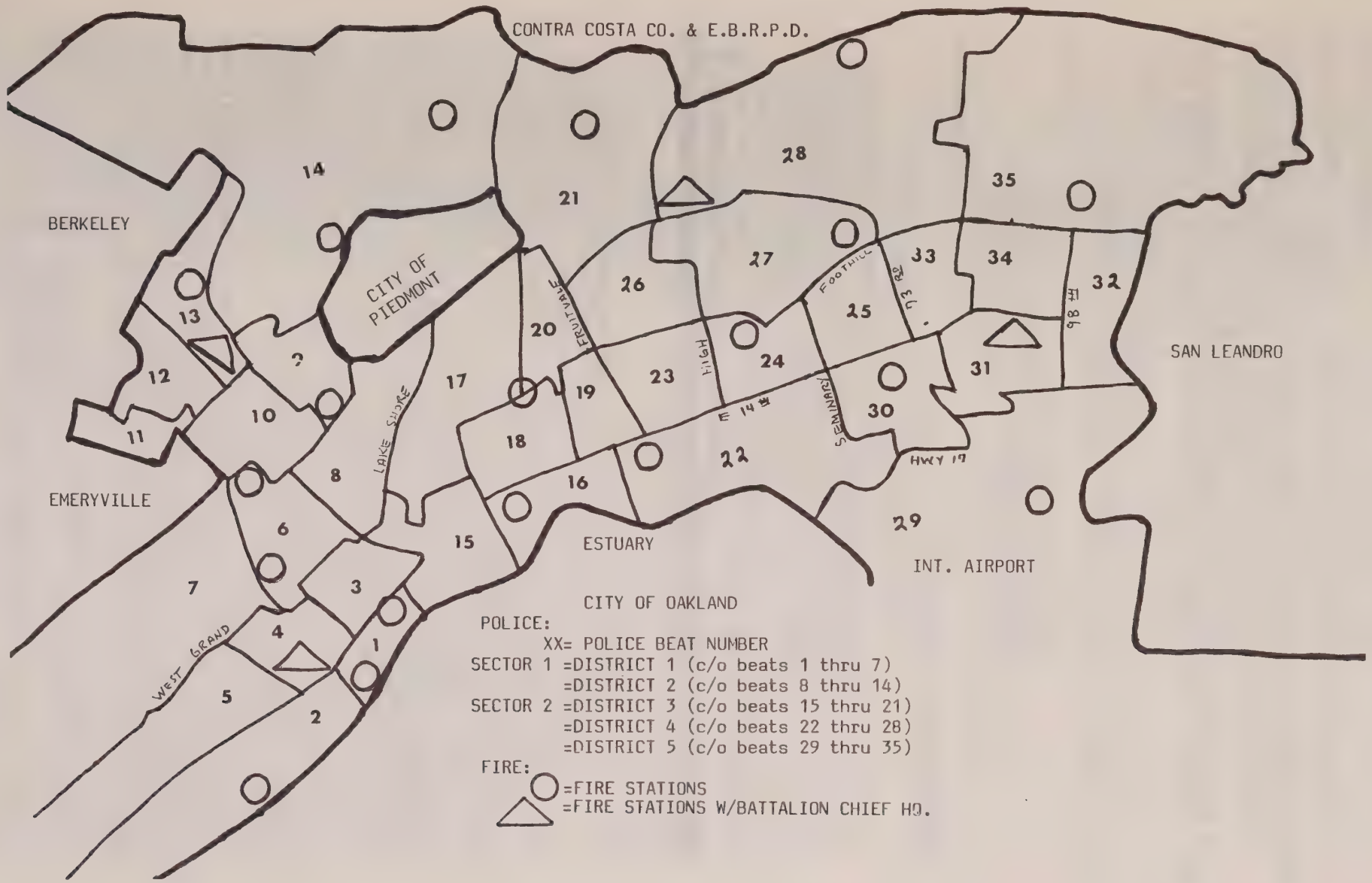
#1-NORTH OF LAKE MERRITT AND PIEDMONT (c/o DIST. #1 and 2)
#2-SOUTH OF LAKE MERRITT AND PIEDMONT (c/o DIST. #3, 4, 5)

* STAFFING INFO: (patrol)

BEAT OFFICER =PRIMARILY RESPONSIBLE FOR A DESIGNATED GEOGRAPHIC AREA.
TAC OFFICER =PATROL OFFICER ASSIGNED BY DISTRICT-FOR PURPOSE OF COVER AND SECONDARY RESPONCE UNIT.
SUPPORT OFFICER=PATROL OFFICER ASSIGNED TO PROVIDE SQUAD SUPPORT.
WAGON OFFICER =PATROL OFFICER ASSIGNED TO TRANSPORTATION DUTIES.
TECHNICIAN =PATROL OFFICER ASSIGNED TO PROVIDE EVIDENCE COLLECTION DUTIES.
DESK OFFICER =PATROL OFFICER ASSIGNED TO ADMINISTRATIVE DUTIES.

* STAFFING STRENGTH:

1st. SHIFT: DISTRICT #1- 2400 to 0830
DISTRICT #2- 2200 to 0630


CONTRA COSTA CO. & E.B.R.P.D.
BERKELEY
CITY OF PIEDMONT
EMERYVILLE
SAN LEANDRO
ESTUARY
INT. AIRPORT
LAKE SHORE
FERRY TABLE
HIGH
SEMINARY
FOOTHILL
E 14TH
HWY 17
WEST GRAND
CITY OF OAKLAND
POLICE:
XX= POLICE BEAT NUMBER
SECTOR 1 =DISTRICT 1 (c/o beats 1 thru 7)
=DISTRICT 2 (c/o beats 8 thru 14)
SECTOR 2 =DISTRICT 3 (c/o beats 15 thru 21)
=DISTRICT 4 (c/o beats 22 thru 28)
=DISTRICT 5 (c/o beats 29 thru 35)
FIRE:
=FIRE STATIONS
=FIRE STATIONS W/BATTALION CHIEF HQ.

Communications Profile continued

	DISTRICT #3-	2300 to 0730
	DISTRICT #4-	2200 to 0630
	DISTRICT #5-	2400 to 0830
2nd. SHIFT:	DISTRICT #1-	0800 to 1630
	DISTRICT #2-	0600 to 1430
	DISTRICT #3-	0700 to 1530
	DISTRICT #4-	0600 to 1430
	DISTRICT #5-	0800 to 1630
3rd. SHIFT:	DISTRICT #1-	1600 to 0030
	DISTRICT #2-	1400 to 2230
	DISTRICT #3-	1500 to 2330
	DISTRICT #4-	1400 to 2230
	DISTRICT #5-	1600 to 0030

MISC. INFORMATION:

OAKLAND P.D. HAS 35 BEATS, 5 DISTRICTS, and 2 SECTORS
OAKLAND P.D. HAS 1 HELO (ARGUS) w/RADIO CALL SIGN 4-A-50
OAKLAND ANIMAL CONTROL COMMUNICATES ON CHANNEL #3 (155.850)
HELO ARGUS (4-A-50) HAS F.D. RADIO CAPABILITIES
HELO ARGUS (4-A-50) USES UNICOM #5 122.950 FOR MAINT. & FUEL INFO.
SUPPORT OFFICERS ARE USED TO FILL "BEAT OFFICER" VACANCIES
SUPPORT OFFICERS "MAY" BE ASSIGNED TO "DOUBLE UP" A PATROL UNIT--BUT ONLY BY DIRECTION OF THE DISTRICT SGT.
POLICE WATCH PERIOD IS 12 WEEKS--WATCH ROTATION IS AS FOLLOWS:
1st SHIFT to 3rd SHIFT
2nd SHIFT to 1st SHIFT
3rd SHIFT to 2nd SHIFT

RADIO CALL NUMBERS CONSIST OF: A PRIMARY DIGIT(S) INDICATING WATCH (SHIFT)/FUNCTION; AN ALPHA DIGIT INDICATING STAFFING (one man/two man/civilian); and AN ENDING DIGIT(S) INDICATING ASSIGNED AREA.

RADIO IDENTIFIERS:
c/o THREE SEGMENTS AS SHOWN BELOW
SEGMENT #1

01= PATROL 1st WATCH mid to 0800
02= PATROL 2nd WATCH 0800 to 1600
03= PATROL 3rd WATCH 1600 to mid
04= SPECIAL OPS (HELO)
05= BEAT SUPPLEMENTS & FOOT PATROL
06= MOTORCYCLES, TRAFFIC, 0800 to 1600
07= MOTORCYCLES, TRAFFIC, 1600 to mid
08= MOTORCYCLES, TRAFFIC, mid to 0800
09= YOUTH SERVICES
10= RESERVE SECTION
11= ANIMAL CONTROL//POUND UNITS
12= CRIMINAL INVESTIG. DIV. FOLLOW-UP
13= CRIMINAL INVESTIG. DIV. FIELD
14= VISE
15= INTELLEGENCE SECTION
16= BUREAU OF FIELD OPS
17= BUREAU OF INVESTIGATION
18= BUREAU OF POLICE SERVICE
19= CHIEF OF POLICE OFFICE
20=
21= SECURITY SECTION
22= CRIME LAB
23= INTERNAL AFFAIRS
24= ADMIN. SECTION
25= RECORDS/COMMUN. SECTION
26= PERSONNEL and TRAINING
27= JAIL SECTION
28=
29=
30=
31= SCHOOL SECURITY
32= OAKLAND HOUSING AUTHORITY
33= CITY OF OAKLAND PARK SEC.
34=

****= NEPTUNE IS NEVER HEARD ON THE RADIO--IT IS UNKNOWN IF THIS IDENTIFIER IS ANY GOOD.**

Communications Profile continued

SEGMENT #2
L= ONE MAN UNITS
A= TWO MAN UNITS
C= CIVILIAN UNITS
TAC= ONE MAN TACTICAL UNIT
S= TWO MAN TACTICAL UNIT
ARGUS= HELICOPTER (4-A-50)
**NEPTUNE=HARBOR PATROL BOAT

SEGMENT #3
everything except TAC/TRAFFIC/HOUSING units
NUMBERS 1 thru 35= BEAT UNITS
41 thru 45= WAGONS
51 thru 55= AIDES
61 thru 65= EVIDENCE TECHS.
66 thru 69= STAFF
71 thru 75= DISTRICT SGT.
81 thru 82= SECTOR LT.
91 = WATCH COMMANDER/CAPTAIN
TAC/TRAFFIC/HOUSING SECURITY units
NUMBERS 11 thru 19= DISTRICT #1
NUMBERS 21 thru 29= DISTRICT #2
NUMBERS 31 thru 39= DISTRICT #3
NUMBERS 41 thru 49= DISTRICT #4
NUMBERS 51 thru 59= DISTRICT #5

CITY OF OAKLAND ---- PHONETIC ALPHABET

A=	ADAM	N=	NORA
B=	BOY	O=	OCEAN
C=	CHARLES	P=	PAUL
D=	DAVID	Q=	QUEEN
E=	EDWARD	R=	ROBERT
F=	FRANK	S=	SAM
G=	GEORGE	T=	TOM
H=	HENRY	U=	UNION
I=	IDA	V=	VICTOR
J=	JOHN	W=	WILLIAM
K=	KING	X=	X-RAY
L=	LINCOLN	Y=	YELLOW
M=	MARY	Z=	ZEBRA

OAKLAND POLICE 900 CODES

187 MURDER
207 KIDNAPPING
211 ROBBERY
245 ASSAULT W/DEADLY WEAPON
261 RAPE
288 LEWD / LASCIVIOUS CONDUCT
314 INDECENT EXPOSURE
415 DISTURBING THE PEACE
415A DISTURBING THE REACE-AUTO
415J DISTURBING THE PEACE-JUVENILE
415C DISTURBING THE PEACE-INVESTIGATE
415D DISTURBING THE PEACE-DRINKING
415E DISTURBING THE PEACE-MUSIC PARTY
415F DISTURBING THE PEACE-FAMILY
415G DISTURBING THE PEACE-GANG
459 BURGLARY
484 THEFT-PETTY
487 THEFT-GRAND
602L TRESPASSING
901 VEHICLE COLLISION-PROPERTY DAMAGE
901A VEHICLE COLLISION-INJURY
901B VEHICLE COLLISION-ASCERTAIN AMBULANCE
901D VEHICLE COLLISION-DRUNK INVOLVED
904 MESSAGE RECEIVED
905 ABANDONED AUTO
906 PERSON BREAKING IN

Communications Profile continued

908 OUT OF SERVICE
908A OUT OF SERVICE-MEAL
908B OUT OF SERVICE-REST/RELIEF
908C OUT OF SERVICE-COFFEE
908D OUT OF SERVICE-OFF DUTY
909 IN SERVICE
909A IN SERVICE-MEALS
909D IN SERVICE--ON DUTY
910 PROWLER OUTSIDE
912 SUSPICIOUS PERSON
913 SUICIDE
913A ATTEMPTED SUICIDE
914 PHONE YOUR STATION
915 PHONE RADIO ROOM
916 REQUEST TO COMMUNICATE W/FIELD UNIT
917 916--GRANTED
917D 916--DENIED
918 PERSON SCREAMING FOR HELP
921 CAR PROWLER/CLOUTER
922 DRUNK ON STREET
922A DRUNK IN AUTO
922B DRUNK INSIDE BUILDING
924 GO TO YOUR STATION
926 GIVE YOUR LOCATION
927 UNLAWFUL BONFIRE
928A EXPLOSION
928C INVESTIGATE INCENDARY DEVICE
928F BOMB THREAT
929 FIRE
933 BURGLARY ALARM
936 FILE CHECK-VEHICLE
936A FILE CHECK-PERSON(S)
936C FILE CHECK-GUN

937C NO INFO ON FILE
937S SIMILIAR INFO ON FILE
937M MATCHING INFO ON FILE
937D PERSON IS CONCIDERED "DANGEROUS
automatic cover sent-unless cancelled
by requesting officer
938 CANCELL LAST ASSIGNMENT
940 MEET THE OFFICER
940A OFFICER NEEDS ASSISTANCE
940B "OFFICER NEEDS HELP"
941 CITIZEN HOLDING PRISONER
943 FIGHT (discribe type)
945 AMBULANCE FOLLOW UP
945A AMBULANCE REQUESTED
945B ASCERTAIN AMBULANCE
945C RELEIVE THE AMBULANCE
946 TOW TRUCK NEEDED
947 PATROL WAGON NEEDED
947J PATROL WAGON NEEDED-JUVENILE
949 SUSPICIOUS PERSONS IN AUTO
950 INVEST. REPORT FROM CITIZEN

952 INVEST. REPORT FROM P.T.T.
953 PERSON DOWN ON STREET
955 ANIMALS STRAYING
955A VICIOUS ANIMAL
955B NOISY ANIMAL
955e ANIMAL BITE
955F INJURED ANIMAL
959 MALICIOUS MISCHIEF
962 MEET THE CITIZEN
963 BALL PLAYING IN STREET
965 WITNESS BLOOD TEST
968 PICK UP DEAD ANIMAL

968A	PICK UP LIVE ANIMAL
970	IMPROPERLY PARKED AUTO
970A	970 ON SIDEWALK
970B	970 BLOCKING DRIVEWAY
970C	970 IN RESTRICKTED ZONE
973	TRAFFIC CONTROL POST
975	STAND BY-MAINTAIN PEACE
5150	INSANITY
20001	FELONY HIT/RUN
20002	MISDEMEANOR HIT/RUN
23101	FELONY DRUNK DRIVING
23102	MISDEMEANOR DRUNK DRIVING
23103	RECKLESS DRIVING
10851	AUTO THEFT

POLICE RADIO CODES: THE FOLLOWING CODE DESIGNATIONS ARE ESTABLISHED TO GOVERN THE DISPATCHING OF EMERGENCY POLICE VEHICLES. ALL CODES EXCEPT 2 SHALL BE SPECIFICALLY DESIGNATED. UNLESS OTHERWISE DESIGNATED ALL ASSIGNMENTS SHALL BE PRESUMED CODE 2.

CODE 1 NOT URGENT. COVER AT EARLIEST CONVENIENCE. CODE 1 UNITS SHALL NOT BE PLACED OUT OF SERVICE.

CODE 2 URGENT, NON-EMERGENCY RUNS. RED LIGHTS AND SIRENS NOT USED COMPLIANCE WITH TRAFFIC LAWS.

CODE 3 EMERGENCY ASSIGNMENTS. RESPOND WITH ALL PRACTICAL HASTE, RED LIGHTS AND SIRENS.

CODE 4 RESPONSE SHALL BE MADE WITH SIREN SILENT AND ALL PRACTICAL HASTE.

CODE 5 THESE ASSIGNMENTS INDICATE POTENTIALLY HAZARDOUS UNASSISTED SITUATIONS. MAY BE GIVEN INADDITION TO CODE 2,3, or 4.

CODE 6 ASSIGNMENTS TO POTENTIALLY HAZARDOUS SITUATION WITH DELAYED ASSISTANCE. CODE 6 MAY BE GIVEN IN ADDITION TO CODES 2,3, or 4.

CODE 7 THIS CODE DENOTES AN ASSIGNMENT OR POSSIBLE ASSIGNMENT REGARDING A VEHICLE WHICH IS PURPORTED TO CONTAIN INDIVIDUALS CARRYING WEAPONS OR A VEHICLE ASSOCIATED WITH WEAPONS. CODE 7 MAY BE GIVEN IN ADDITION TO CODES 1,2, 3, or 4.

CITY OF OAKLAND FIRE:

THIS INFORMATION IS OF NOVEMBER,1982. OAKLAND FIRE IS SUPPOSED TO CHANGE ITS FREQUENCY ALLOCATION IN THE NEAR FUTURE. I HAVE PROVIDED BOTH THE PRESENT AND THE PROPOSED NEW ARRANGEMENT BELOW.

PRESENT FREQUENCIES ARE:
CHANNEL 1 = 154.355
CHANNEL 2 = 153.785

PROPOSED FREQUENCIES:
CHANNEL 1= 153.785 (154.43 in)
CHANNEL 2= 154.355
CHANNEL 3= 154.295 SIMPLEX
CHANNEL = 154.295 REPEATER
CHANNEL 5= 154.280

NOTE: DISPATCH CENTER IS NO AT 1310 OAK ST. (KNOWN AS FIRE ALARM) THIS WILL CHANGE TO 1130 GROVE ST. (FIRE STATION #1) AND WILL BE KNOWN AS FIRE OPERATIONS CENTER (FOC).

FIRE BATTALION BREAKDOWN:

BATTALION #2	HEADQUARTERS 1130 GROVE ST.
	5 FIRE STATIONS
	5 ENGINES
	3 TRUCKS
	1 SNORKEL
	1 FIREBOAT
	1 TANK WAGON
	1 FOAM WAGON
	1 HOSE WAGON

Communications Profile continued

BATTALION #4	HEADQUARTERS HIGH ST. at MacARTHUR FREEWAY 6 FIRE STATIONS 6 ENGINES 1 TRUCK 1 P.A.L. (POWER/AIR/LIGHT) 2 TANK WAGONS
BATTALION #5	HEADQUARTERS 51st at TELEGRAPH 6 FIRE STATIONS 6 ENGINES 1 TRUCK 3 TANK WAGONS
BATTALION #7	HEADQUARTERS 93rd at E 14th ST. 6 STATIONS 6 ENGINES 2 TRUCKS 2 TANK WAGONS 1 FREEWAY RESCUE UNIT

NOTE: RESUSCITATORS ARE CALLED INHALATORS IN THE OAKLAND FIRE DEPT. SINGLE HOUSES HAVE ONLY ONE PEICE OF EQUIPMENT (ENGINE) DOUBLE HOUSES HAVE TWO OR MORE PIECES OF EQUIPMENT (ENGINE & TRUCK) OAKLAND FIRE DEPT. HAS 23 ACTIVE FIRE STATIONS. TANK WAGONS ARE USUALLY FOUR-WHEEL DRIVE UNITS FOR OFF ROAD USE. RADIO IDENTIFIER #20 IS "ARSON INVESTIGATION"

FIRE DEPARTMENT:

APPARATUS/STATION LISTING:

STATION #	ADDRESS	EQUIPMENT
1	1130 GROVE	1 ENGINE, 1 TRUCK, SNORKEL 1 BATTALION CHIEF #2
2	29 JACK LONDON SQUARE	2 ENGINE, FIREBOAT
3	727 PINE	3 ENGINE, 3 TRUCK
4	1235 E14th ST	4 ENGINE
5	934 34th ST	5 ENGINE
6	7080 COLTON	6 ENGINE, TANK WAGON 6
8	463 51st ST.	8 ENGINE, 8 TRUCK, BATTALION CHIEF 5
10	172 SANTA CLARA	10 ENGINE
12	822 ALICE	12 ENGIEN, FOAM 12
13	1225 DERBY AVE	13 ENGINE, P.A.L.
15	455 27th ST.	15 ENGINE, 15 TRUCK, HOSE WAGON
16	3600 13th AVE	16 ENGINE
18	1700 50th AVE	18 ENGINE, 18 TRUCK
19	5776 MILES AVE	19 ENGINE, TANK WAGON 19
20	1270 93rd AVE	20 ENGINE, 20 TRUCK, BATTALION CHIEF 7
21	13150 SKYLINE	21 ENGINE, 28 ENGINE, TANK WAGON 21
23	7100 FOOTHILL BL	23 ENGINE, TANK WAGON 23
24	6226 MORAGA AV	24 ENGINE, TANK WAGON 24
25	2795 BUTTERS	25 ENGINE, TANK WAGON 25
26	2660 98th AV	26 ENGINE, TANK WAGON 26
27	8501 PARDEE	27 ENGINE, RESCUE 27
29	1016 66th AV	29 ENGINE, FOAM 29
31	3344 HIGH ST	17 ENGINE, BATTALION CHIEF 4

LOCAL GOVERNMENT:

FREQUENCIES:

45.320-- HOUSING PROJECT MAINT.
453.350-- STREET MAINT.
483.212-- ?
483.312-- ?

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember -- those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to: Amy Polivka, 12906 Ohio Circle, Omaha, NE 68164

ATLANTA INFO WANTED: This member would like to hear from other members in helping to identify several mysterious frequencies. (4-1-83)
SCOTT TEXTOR (GA-005), 1185 So. Cobb Dr., #16A, Marietta, GA 30060

DRIVING VACATION: Oct.-Nov. 83--Stopping in Richfield, UT, Littleton, CO, Sutton, NE, Moline, IL, Kenosha, WI, Toronto and Montreal, Orono, ME, Somerville, NJ, Philadelphia, PA, Baltimore, MD, Toms Brook, VA, Columbus, OH, Moline, IL, in that order. Would like your local freqs if in or near these stops or anywhere along the route. Mainly highway patrol, state PD, FD, amb., rescue, highway dept., all law enforcement, airports and federal. However, will monitor anything you have - marine, business, military, etc. (4-6-83)
MICHAEL CONSALVO (CARI-011), 10060 Hillsborough Lane, Riverside, CA 92503

WANTED: Would like to meet by phone or letter persons in the Champaign, Vermillion County area who are interested in monitoring scanner radio. Has many frequencies to exchange. (4-9-83)
LES BROOKS (IL-215), P.O. Box 321, Ogden, IL 61859 - or -
Phone 1-217-582-2020 after 8 p.m. weekdays

ATTENTION NORDIC MEMBERS: This Swedish member would like to correspond with others who speak his language by cassette or letter. (4-10-83)
LARS NILSSON (SWED-003), Mosstigen 41, 871 00 HÄRNÖSAND, SWEDEN

NORTH EASTERN ILLINOIS: Frequencies wanted for business, EMS, city and county police agencies and weird frequencies. Will trade freqs from the Kankakee area. Would also like to know if any member has heard any low band skip on 33.74 or 33.78 Mhz (call signs needed). (4-16-83)
DOUGLAS L. SCHNELL (IL-175), 119 North Alma Ave., Kankakee, IL 60901

PHILADELPHIA FREQS, SIGNALS AND CODES WANTED: This member will be attending a convention in Philadelphia, PA in June and would like the frequencies and codes for Parks Dept./Forestry Service and utilities, as well as public transportation frequencies. Also would like information concerning Flathead County area and Glacier National Park area of Montana. (4-15-83)
DAVID B. MARSHALL (OH-146), 50 Villa Rd., Springfield, OH 45503

CONTACT WANTED: Washington State member needs help from California members who live near Fort Ord. Also needs to find the input frequency to Victoria City Police (155.55 out) on Vancouver Island, British Columbia. Call collect or write. (4-18-83)
S. BAHNER, P.O. Box 1432, Olympia, WA 98507 (206) 866-1016

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FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has amended Part 90 to allow temporary licensing in all of the land mobile services. Temporary licensing has been allowed in the Business Radio Service since 1980, for a number of years before that in the CB and Maritime services, and most recently in the General Mobile Radio Service. Temporary licensing in the land mobile services is only allowed for new users of existing, shared repeaters or base stations. These facilities will have already been in operation and so the addition of new users will be unlikely to present any risk of interference to other radio systems. A new user will use the callsign "WT-" followed by his local telephone number and may operate for up to 180 days pending issuance of his permanant license.

The Commission has proposed the temporary allocation of ten new low-band channel pairs for use by cordless telephones. These 20 new frequencies would only be made available for a period of five years and would provide relief from the overcrowding on the present five 49 mHz frequencies (which are usually paired with frequencies in the 1700 kHz range). Presumably, new spectrum is to be found in the intervening years. The new channels would be in the 46.6-47.0 and 49.6-50.0 mHz US Government bands. Working with IRAC, they were determined to be the best choice of the bands presently thought to be suitable. The channels in the 46.6 mHz band will be 20 or 40 kHz apart, spaced to avoid even-50 kHz US Government channels (46.65, 46.70, etc.). The ten 49 mHz channels will include the five presently allocated (49.83, 49.845, 49.86, 49.875 and 49.89).

In response to an earlier Notice of Inquiry, the FCC has issued a proposal to allow the use of Self Powered Vehicle Detectors in the Highway Mainenance Radio Service. An SPVD device is a cylindrical detector that is buried in the pavement of a traffic lane and transmits 30 millisecond pulses when a vehicle passes over it. After the release of the Inquiry, a number of local governments expressed an interest in using such devices for traffic monitoring, signal control, etc. Their use would be allowed on a secondary basis on frequencies between 47.02 and 47.40 mHz.

Because of anticipated expansion of exploration and drilling operations by oil companies in the Outer Continental Shelf of the Gulf of Mexico, the Commission is proposing additional frequencies for use in the Offshore Radio Telephone Service. ORTS channels are in T-band channel 17, 488 to 494 mHz. The channels from 488.025 through 490.0 mHz are available to common carriers, paired with freq -uencies 3 mHz higher, from 491.025-493.0. The channels from 490.025 through 490.975 (paired with 493.025-493.975) are available to private systems in the Industrial radio services. The offshore stations are on the higher (+3 mHz) frequency. The Commission is proposing to add TV channels 15 and 16 (476-482 and 482-488 mHz, respectively) for ORTS use by common carriers. The new channels would be available in an area further to the west than that in which operation is presently permitted (49° W.). Also, 12.5 kHz offset channels will be allowed in the present 488-494 mHz band. Operation would continue to be on a secondary basis to UHF TV stations and also to land mobile use on channel 17 in Houston.

Since an amendment to the Communications Act last year permits it, the Commission is now moving to increase the license term in the 462 mHz General Mobile Radio Service from five years to ten. This would cut their workload in half and of course relieve the public of the burden of having to apply for a new license every half a decade. They are proposing the same for the Amateur Radio Service also, where the present license term is likewise five years. This would mean that the Commissions license data in these services would only be

expunged of inactive stations every ten years, but they figure the impact of this is more than offset by the number of bucks they can save.

The latest editions of Title 47, US Code of Federal Regulations have finally been printed and released (April). These are revised as of last October, and are probably the most current version of the FCC Rules you're gonna get right now. Each volume contains a number of FCC Rule Parts and come as softcover books. They are as follows:

CFR Title 47 (Parts 0 - 19) - $8.50. (Contains Part 2 with the allocation Table and Pt.15.)
CFR Title 47 (Parts 20- 69) - $9.00. (Contains Part 22, Public Land Mobile Services.)
CFR Title 47 (Parts 70- 79) - $8.00 (Broadcast and Bdcst. Aux.)
CFR Title 47 (Parts 80- end) - $9.00. (Contains Maritime, Aviation, Land Mobile, Amateur & CB)

If you wait, the FCC Rules will soon be issued in looseleaf form (as they have been), but yearly. There will be no more subscriptions. They will be sold in the same Volumes as before with a couple exceptions. Volume V will now contain only Parts 90 and 94 and will sell for about $5.50. So, for $9.00, above, you can get Parts 81& 83, 87, 95 and 97 as well. Best of all, each of the four CFR editions above are available on microfiche for $2.25 each, the best deal of all. Order from the Superintendant of Documents, Government Printing Office, Washington, D.C., 20402.

FEDERAL GOV'T and ★ MILITARY ★

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Hope this finds you in the midst of a great July. If you've completed your vacation, we hope you'll send along the good frequencies you turned up and want to share. If you are about to begin your travels, don't forget the radios. What else is there to do on a rain soaked vacation day? Well, . . . uh, anyway -- don't forget the radios.

Our first contribution this month is from GEORGE SCOTT (CA-SF-058):

West Coast Military Bases

	STATION	FREQUENCY	
#1	29 palms MCAGCC		
	military police	138.675	
	center fire	140.025	
	center ambulance	138.975	
	base common	139.475	
	E.O.D.	140.125	
	range safty (bearmat)	49.85	
#2	Camp Pendleton MCB		
	military police T-1	138.375	
	military police T-2	139.675	
	military police T-3	138.025	(primary)
	military police T-3	140.000	(repater)
	ambulance	149.625	(trans)
	ambulance	149.450	(recive)

Federal Gov't & Military continued

fire	138.600
fire	138.800
fire	140.925
fire	140.500

Camp Pendletons stations are easy to Identify as the military police station or PMO is(CONTROL) ambulance (X-RAY) and fire is (RED)

#3 Naval Weapons Station; (Fallbrook)

security police	142.680
fire	--(?)--

Next BOB TRIVALOS (WI-026) sent along a considerable listing of UHF aircraft research:

AIR RE-FUELING FREQUENCIES

AR #	PRI	SEC
1A	266.5	235.1
1B	297.3	295.4
3H	341.4	343.1
3L	339.2	343.1
4A	276.1	283.9
4B	293.0	286.3
5	394.9	341.4
6	264.9	235.1
7A	352.9	295.4
7B	372.3	324.4
8A	322.8	295.4
8B	375.7	384.6
9	291.9	235.1
10	279.8	288.9
11A	289.7	295.4
11B	375.7	384.6
12	295.8	254.6
13	314.5	295.4
16	322.8	235.1
17	266.5	235.1
100	361.7	384.6
101	396.2	341.4
102A	352.7	254.6
103	235.1	291.9
104	238.9	266.5
105	398.5	341.4
106	264.9	235.1
109A	289.7	291.9
109B	318.0	385.8
110	352.7	254.6
111	378.2	384.6
112	289.7	295.4
116	293.0	384.6

AR#	PRI	SEC
200	293.0	384.6
203A	398.5	341.4
203B	398.5	341.4
204	266.5	235.1
205	291.9	254.6
206H	264.9	384.6
206L	352.6	385.8
207	289.7	295.4
209	385.6	263.2
210	258.0	263.2
211	339.4	263.2
212	318.0	385.8
216	361.7	384.6
217	289.7	295.4
218	361.7	384.6
219	398.5	341.4
221-225	41st ARRS/129th ARRS Squadron Frequencies	
302	378.2	384.6
305	352.9	295.4
307	295.8	385.8
309	361.7	384.6
310	276.1	235.1
312	375.7	384.6
313	279.8	385.8
314	279.8	254.6
315	314.5	295.4
317	279.8	254.6
318	291.9	254.6
319	266.5	235.1
320	238.9	288.9
321	238.9	309.4
322	276.1	235.1

Federal Gov't & Military continued

323	266.5	235.1
324	291.9	391.8
326	309.4	391.0
328	295.8	391.0
329	286.3	385.8
330	286.3	385.8
331	279.8	391.8
332	279.8	391.8
450	343.1	388.4
451	343.1	388.4
453	318.0	339.2
454	286.3	388.4
455	288.9	388.4
456	261.9	388.4
457	298.3	388.4
458	343.1	388.4
459	388.4	378.2
460	388.4	378.2
500	366.3	384.6
505	242.3	276.4
506	259.4	324.2
508	259.4	288.8
600	293.0	295.8
**601	394.9	341.4
602	352.9	295.4
**603	361.7	384.6
**604	375.7	384.6
**605	352.9	295.4
**606	322.8	295.4
**607	352.7	254.6
608	352.9	238.9
**609	276.1	235.1
610	264.9	235.1
**611	264.9	384.6
**612	293.0	384.6

AR#	PRI	SEC
649	322.8	264.9
**716	289.7	295.4
**717A	314.5	295.4
**717B	314.5	295.4
**719	259.4	288.8
**720NE	263.9	288.8
720SW	270.2	288.8
**721NE	276.7	288.8
721SW	278.4	288.8
**722NE	283.8	288.8
722SW	315.9	288.8

613	289.7	295.4
615	378.2	384.6
616A	293.0	295.4
616B	293.0	295.4
617	297.3	295.4
618	295.8	298.3
619	279.8	254.6
620	314.5	318.0
**621	339.2	352.7
**622		
**623	366.3	384.6
625	276.1	283.9
627	297.3	295.4
**628	394.9	341.4
**629	372.3	384.6
**631	283.9	235.1
**632	288.9	388.4
**633A	286.3	339.2
**633B	286.3	339.2
**634	339.2	352.7
635	291.9	254.6
**636	322.8	324.4
637	339.2	343.1
638	297.3	295.4
639	352.7	295.8
**640A	235.1	266.5
**640B	283.9	276.1
**641	379.4	228.0
**642E	238.9	318.0
**642W	238.9	318.0
**643	369.2	322.8
646	254.6	291.9
**647	238.9	314.5
648A	352.6	361.7
648B	352.6	361.7

AR#	PRI	SEC
**723	324.2	365.4
**725NW	243.3	269.9
725SE	242.7	269.9
**726	242.5	365.4
**727NW	242.3	365.4
727SE	283.8	288.8

Federal Gov't & Military continued

**NOTES Aircraft to contact:

601 "Free Mason" Pri-286.7/Sec-321.2

603 "O'Grady" Pri-321.2/Sec-286.2

604 "Huntress" Pri-238.4/Sec-260.8

605 "Huntress" Pri-256.6/Sec-292.7

606 "Huntress" Pri-263.2/Sec-228.8

607 "Goliath" Pri-364.2 (NORAD Control Facility)

609 "Incognito" Pri-228.7/Sec-364.2 (21st NORAD Region)

"Sail Boat" Pri-283.8/Sec-259.4 (108th TCF)

611 "Octavo" & "Charlie Boy" Pri-321.2/Sec-296.2

612 "Fertile" Pri-as assigned during pre-coordination Sec-364.2 (NORAD)

"King Cole" Pri-292.3 & 363.9/Sec-321.2

621 "Arizona Pete" Pri-254.2/Sec-270.2 (26th NORAD Region)

622 "Spirit" Pri-303.0/Sec-314.2

623 "Willard Pittman" Pri-253.4/Sec-337.4

628 "Long Racks" Pri-359.0/Sec-337.4 (25th NORAD Region)

629 "Aged Process" Pri-352.8/Sec-253.4 (25th NORAD Region)

From RICHARD KRAMER (PA-093):

The Air Guard units out of Willow Grove NAS, PA. fly A-37 jet aircraft and use VHF Low/UHF AM radios. VHF frequencies monitored are 46.750, 46.850, 34.750, and 34.950. UHF frequencies used are 397.900, 237.200, 290.200, 269.100, 350.300, 291.700, 322.500, 257.900, 273.60, and 247.200 MHz. The aircraft identify as SANDY ##. They fly daily from about 1400Z to 2100Z. Perhaps when the skip is running, some members out West may receive them on the Low band. The UHF freqs are used mainly for air traffic control since no VHF AM gear is onboard, while the VHF Low freqs are used for Tactical comms.
McGuire AFB, NJ aircraft have been heard here using 278.400 for training.

Hope you have a great month. Until next time, listen (and stay) well.

Denny

The Int'l DXers Club of San Diego. 1826 Cypress St. San Diego. CA 92154 announces availability of the 1983 Supplement to the popular Shortwave Hobby Equipment Review. It has 180 5½ x 8½" loose-leaf pages of descriptions. evaluations & user reports featured in 1982 SDDXC Club bulletins. This Supplement kept current with quarterly Up-daters subscribed to for $10.00 a year. The 1st '83 Up-dater of 65 pages contains complete descriptions. evaluations & user's reports of the IC-R70 & R-2000. controversial space-age receivers. available at $3.00. Keep informed regarding new gear.

LOW BAND SKIP

Send reports of distant stations received on the 30-50 MHz Band, as well as: information; comments; suggestions; question; and any items of interest regarding Low Band Dxing to:

Mike Britt, 14631 Yorba Street, Tustin, CA 92680

SKIP FROM THE WEST INDIES

Perhaps one of the most interesting studies of skip on the 30 to 50 MHz band is that which originates from the West Indies.

It is quite common for those who live in the Eastern and Mid-Western parts of the United States to receive skip from the Gulf of Mexico, especially the British West Indies region. Stations from the English speaking islands of the West Indies Federation are easily recognized by the heavily-accented broken English of the speakers. Often referred to as "BIWI English" (British West Indies English), the speakers often have such heavy accents that one who is not familiar with the dialect may not even recognize it as being "English". The intenseness of the accent varies with the local dialect of each island, but each is rich in slang and shares an ancestory of being influenced by a variety of cultures. As a result, the radio conversations are many times rather confusing, and often quite humerous to those of us who speak a more traditional "English".

The islands - In actuality, all islands situated within the Gulf of Mexico make up the group known as the West Indies. Generally excluded from this list are those smaller coastal islands which lie in the immediate territorial waters of the nation which they are apart (for example, isles of the coast of Mexico and Venezuela). The islands can be divided into three groups: the Bahamas, the Greater Antillies, and the Lesser Antillies. There are three independent countries (Cuba, the Dominican Republic, and Haiti). The remaining islands are territorial possessions of France, the Netherlands, the United Kingdom, and the United States.

Island or group	Country of possession	Language(s)
Cuba	independent country	Spanish (dialect)
Dominican Republic	independent country	Spanish (dialect)
Haiti	independent country	French/ Creole-French *
Puerto Rico	United States commomwealth	English/ Spanish
Bahamas (Acklin, Andros, Cat, Eluthera, Grand Bahama, Great Abaco, Great Exuma, Great Inagua, Little Abaco, New Providence, San Salvador, and numerous smaller islands - mostly uninhabited)	United Kingdom	BIWI English (dialect)
British Virgin Islands (Aegada, Jost van Dyke, Tortola, Virgin gordo islands)	Great Britian	BIWI English
United States Virgin Islands (St. Croix, St. John, St. Thomas islands)	United States Territory	BIWI English
Antigua	West Indies Federation (United Kingdom control)	BIWI English
Barbados	W. I. F. (U.K.)	BIWI English
Dominica	W. I. F. (U.K.)	BIWI English
Grenada	W. I. F. (U.K.)	BIWI English
Jamaica	W. I. F. (U.K.)	BIWI English
Montserrat	W. I. F. (U.K.)	BIWI English
St. Kitts, Nevis, and Anguilla	W. I. F. (U.K.)	BIWI English
St. Lucia	W. I. F. (U.K.)	BIWI English

Low Band Skip continued

St. Vincent	W. I. F. (U.K.)	BIWI English
Trinidad and Tabago	W. I. F. (U.K.)	BIWI English
Netherlands Antillies (AKA Dutch West Indies) -(Aruba, Bonaire, Curaco) -(Saba, St. Eustatius, Southern St. Martin)	Netherlands	Dutch/English/Spanish/ Papiamento **
Martinique (AKA French West Indies)	department of France	French (dialect)
Guadeloupe (Basa Terre, Grande Terre, Marie-Galante, Les Saintes, Désirade, Saint Barthélemay, Saint Martin)	department of France	French (dialect)

* Creole French is a dialect which is a combination of French, Spanish, and Indian.

** Papiamento is a mixture of Dutch, English, and Spanish.

The people- About 75 to 85 percent of the present-day inhabitants of the West Indies are Negros or persons of both Negro and White ancestry. Persons who are of European ancestry make up less than 10 percent of the total population of the islands.

Until the latter 1800s, the West Indies were the center of slave trade in the Pacific. Negros from west Africa were first brought to the region as slave labor by the Spaniards, who founded colonies on many of the islands during the 1500s. Originally, the islands were inhabited by Indians, but most all of the native population died under Spainish rule.

In the 1600s, the British, Dutch, and French established colonies in the region, and by the late 1600s to mid 1700s, Spain had lost most of it's possessions to France and Great Britian. (It was also during this period that pirates raged havoc on vessels sailing through the area, and several of the isles were actually under piarate control, thus the famed tales of "The Pirates of the Caribbean.").

In 1898, following the Spanish American war, the U.S. gained possession of Puerto Rico, and in 1917 bought what are now the U.S. Virgin Islands from Denmark. The West Indies Federation was established as a country under Great Britian in 1958, with its capital on the island of Trinidad.

Agriculture remains the chief work of the people in the West Indies. Almost all the islands have sugar refineries and liquor distilleries (rum). Most other manufacturing industries and all mining activities are centered in Jamaica and Trinidad, including the oil fields in and around Trinidad and Tabago. These industries are the ones which use the VHF low band, especially in Jamaica and Trinidad.

There seems to be some useage of the low band on all of the islands, although Jamaica and Trinidad have by far the most stations in the 30 to 50 MHz band in the British West Indies. A large amount of Low Band skip has also been received from the French and Dutch Antillies region.

I will focus this discussion on the Low Band useage in the British West Indies and the Antillies region, as Cuba and the Bahamas is another chapter in itself.

LOW BAND CARIBBEAN
Stations heard via skip by members of RCMA

JAMAICA

31.775 - Security
31.85 - Importer
31.875 - Retail Sales
31.90 - Importer /Construct. "DCO"
31.925 - " / "
31.95 - Bookmaking*
32.05 - ?
32.075 - Ministry of Development
32.10 - Bookmaking*
32.125 - Bauxite Mining Co.
32.175 - Construction, Kingston
32.20 - "
32.275 - "
32.40 - "
32.45 - Bauxite mine, Spanishtown
32.525 - Ministry of public works
32.55 - Bookmaking*
33.875 - (Rin to 36.875 out) Bookmaking
33.90 - (Simplex)+ Trench work
33.95 - (Rin to 36.95 out) Florist
33.975 - (Rin to 36.975 out)
34.20 - (Rin to 37.2 out) Tourism ?
34.22 - (Rin to 37.22out)Oil Co.
34.40 - (Rin to 37.4 out) ?
34.45 - (Rin to 37.45out)Fuel Oil Co.
34.55 - ?
36.875- (Rout) Bookmaking*
36.95 - (Rout) Florist
36.975- (Rout) ?
37.05 - (Rout) ?
37.10 - (Rout) ?
37.20 - (Rout) Tourism ?
37.22 - (Rout) Oil Co.
37.40 - (Rout) ?
37.45 - (Rout) Fuel oil Co.
42.70 - Bookmaking*
43.00 - ?
*43.55 - ?
43.65 - ?
43.68 - ?

Low Band Skip continued

34.00 - ? * The Bookmaking operations are
34.05 - (Rin to 37.05out) ? run by the Jamaican gov't.
34.10 - (Rin to 37.10out) ? (Dog & horse racing)

+ 33.90 is apparently simplex, as no Jamaican radio has been heard on 36.90, which would be the logical output according to the 3 MHz separation pattern of all Jamaican repeaters. (This is not related to the 36.90 Venezuela repeater, which repeats U.S. fire traffic from 33.90. Also, 33.875 Rin Jamaica is not related to the Central American 33.875 R out).

All of the Jamaican repeaters are apparently guarded, as no skip interference is present on the output channels.

From Chuck Robertson (IL-141) received in Southern Ill. on Bearcat 250s

The following fifteen loggings are from Jamaica. A channel spacing of 25 KHz is used by this Caribbean island, with repeater inputs and outputs having a three MHz separation. The upper frequency is the repeater output.

31.875 Appliance and Furniture Sales & Service Kingston

32.075 Ministry of Development Kingston "Eva Base" "Jagger Base"

32.400 House Construction "Base to DD-4."

32.525 Ministry of Communications and Works "The KPH float is here."

33.900 Sewer Line Trenching Kingston "Base to Pioneer-5."

36.950R-out Florist "Peter Base to Peter-2. Send me 50 ficus
33.950R-in plants. But not the leggy ones."

37.100R-out Heavy Equipment Repair May be a bauxite mine (aluminum).
34.100R-in One base is at Savanna-La-Mar.

37.200R-out Shopping Centers "Friendship Farm" "Kings Plaza"
34.200R-in "Bring some rat poison for Ian's Feedstore."

37.225R-out Petroleum "SD-1 to Tanker-2." Customers living next to
34.225R-in navigable waterways put out a sign to bring in the tanker.

37.450R-out Rural Fule Oil & Gasoline Delivery "BG-1 calling Spanish
34.450R-in Town Base. I'm going to Old Harbour Base."

A free road map is available from the Jamaica Tourist Board, Suite 1210, 36 South Wabash Avenue, Chicago, Illinois 60603.

TRINIDAD

From Chuck (IL-141):

The following seven loggings are from Trinidad & Tobego. The language is BIWI English, with some Spanish and East Indian English (40% of the population is from south-east Asia).

43.340 Petroleum "Workshop to SW-4." "Pipeline-3, come in."
"Base to Patrol. Go down to the camp and bring up those boys."

43.680 Petroleum "Control to ET-531. 564 is at 189 waiting for suction."

43.910 Light & Power "BC-749 from Control. We have six street lights out."

43.960 Channel Excavation Probably for oil tankers.

44.210 Oil Transfer Stations "Base to Transfer-10."

44.330 Petroleum Same company as 43.68MHz.

44.400R-out Petroleum Port of Spain The repeater has a two second delay, but it can be keyed indefinitely.

From Mike (CA-OR-204): additional Trinidad frequencies to those listed above...

42.20 - MuCullouch Oil (transports), San Fernando (base).
42.40 - Construction / Pest Control
42.70 - Oil Ops.
42.90 - Electrical / McCullouch Oil (offshore wells)
44.27 - (Rout) Water Co., Fyzabad (pipeline ops., filtration plant, etc.)
45.52 - Electrical
48.75 - Fire Brigade 44.39 - Oil ops.

Unknown location - BIWI English operations:

These stations are known to be from the British West Indies, but the exact points of origin are uncertain at the present time.

Low Band Skip continued

43.50 - radio-telephone
43.70 - radio-telephone
43.90 - radio-telephone

41.44 - ?
46.075- offshore oil ops.
(R out)

The Netherlands Antillies and French Antillies:

Chuck (Il-141) was the first one to correctly identify some of the strange skip heard from the Caribbean as being Papiamento from the Netherlands Antillies (also known as the Dutch West Indies). Also heard from these islands is Dutch, and some BIWI English, often interspersed with the Papiamento (which is a mixture itself). In January, February, and March, Chuck was hearing this on these freqs:

32.05, 32.125, 32.175, 32.20, 34.55, 36.02
Chuck also received some skip which was apparently a dialect of French spoken in Martinique and Guadeloupe on 31.95, 32.40, and 35.90.

SAN TOMÉ REPEATERS

There are apparently five (known) channels used by this same oil company, which has oil wells in northern Venezuela from south of Caracas to the coast off of Tabago. 34.66 MHz is apparently a simplex channel, while there are four repeater channels (all which repeat U.S. skip from their input freqs., as previously discussed in the RCMA newsletter) the 40.46 R (input is 44.94) and 40.65 R seem to be mostly used in the inland area near San Tomé control, while 41.62 R (input is 39.46) and 41.90 R (input is 39.70) appear to be used along the coast.

Chuck again provides this info. on how the inputs to the repeaters were determined from the identification of the U.S. skip heard repeated over the output freq.:

40.650R-out
44.200R-in

Petroleum San Tomé, Venezuela. Language used is Spanish although there are a few Americans on the job. Refer to the June '81 and March '82 International columns for more info on this and other "San Tomé" frequencies.
U.S. motor carrier traffic is rebroadcast on this Venezuelan repeater output, 40.65MHz. The call signs were used to determine the input, 44.20MHz. Below is a list of such U.S. businesses logged on 40.65MHz.

WOR639 Ellinwood, Kansas Clear Creek Transportation Co..

KAL958 Hill City, Kansas Clear Creek Transportation Co..

KWT708 Lima, New York Tri County Refuse Collection, Inc.

KGF684 Baltimore, Maryland Phillips Bros. Warehouse & Distributing

KJT755 Hanover, Massachusetts Jenkins & Simons Transportation Co.

KNBP847 Industry, Pennsylvania Tajon, Inc.

From Mike (CA-OR-204):

In similar fashion, the input to 41.90 was determined to be 39.70 through the identification of U.S. police skip heard by way of this repeater. PDs heard from 39.70 included: Daley, OK; Elk City, KS; Wilson County, KS; and Port Allen, LA. As Chuck mentioned above, both Spanish and English are used. Both BIWI English and a speaker with a southern U.S. English accent have been heard (plus, Americans speaking Spanish and Venezuelans speaking English).

BRAZILIAN REPEATERS?

It now seems that the most likely origin of the mysterious 36.87 and 36.97 repeaters is Brazil. This conclusion is based upon the fact that a clear Portuguese conversation was heard recently on 36.97, overriding the repeated skip which was present at the time. The repeaters were first discovered in November of last year, and were only heard in the Eastern half of North America during the peak periods of F_2 skip which ceased earlier this year.

These two repeaters are quite similar to the infamous 36.90 repeater which repeats U.S. fire traffic from a 33.90 MHz input frequency. 36.87 and 36.97 are not nearly as active as 36.90, however, and this difference may actually be the result of the fact that the repeaters are so similar. That is, the input frequencies are apparently located 3MHz below the outputs: the input to 36.87 is 33.87, and the input to 36.97 is 33.97, according to this theory.

The main differnce between 36.90 and 36.87/36.97 is that on 36.90, we heard lots of clear skip from 33.90 being repeated, while on both 36.87 and 36.97, only a fair amount of heavily distorted skip is heard being rebroadcast. Obviously, the 33.90 input is a perfect match with a U.S. fire freq., while the 33.87 and 33.97 inputs are not. Apparently, the skip repeated on 36.87 and 39.97 is actually the result of each repeater accepting signals from frequencies 2 KHz above and below each of the inputs! (An extreme case of the same type of thing heard from the 33.X75 repeaters).

Low Band Skip continued

Because of the distortion, it was quite difficult to get any IDs out of the repeated skip, except to recognize a few charactoristic dispatch formats and tones (Pennslyvania, Maryland, New England). On 36.87, heard was the PA fireground channel of 33.88, and on 36.97, such things as '25 Delaware St.', Medic 174, Medic 813, and "Humble, Texas" (fron 33.98).

The traffic on 36.97 was at first confused by the fact that U.S.F.S. fire traffic from Six Rivers National Forest (Simplex, 36.97) was being heard by Chuck (IL-141). This of course was actual skip from Calif. ("Madriver", "KMB757") and totally unrelated to the South American repeater on 36.97.

Some Confirmations

Two more IDs from frequencies last month among the "incredible" skip heard by Chuck. These have now been confirmed as follows: 34.55 Dutch (Netherlands Antillies); 40.13 Portuguese (several stations) from Brazil. Some additional Brazilian Portuguese frequencies heard by Chuck on the morning of 3/1/83 are: 33.02, 33.10, 33.16, and 34.86. At the same time, he heard what I am able to ID as clearly Argentine Spanish on 34.41 MHz. A January 3, 1983 reception taped by Chuck from 33.54 has also proven to be Brazilian Portuguese.

And those Spanish Radio-telephone channels seem to pop up all over the place. Chuck reports such conversations on 39.625, 39.755 (both Venezuela), 45.28, 44.50, and one of my old favorites: 37.00.

Postscript postskip

The mailbag this month brought some additional insight on those morse IDs used by some services in the U.S. public service bands. One unsigned card informed me that the CW IDs are most likely from repeaters, which the FCC requires to ID every ten mins. I was reminded that this practice (of using CW IDs) is common in the 2 meter Ham band as well. John Otto (IL-217), a dispatcher for the Marshall CO., Illinois Sheriff's Office provided the most complete information, relating how one of the dept.'s radio technicians is currently involved in the design and installation of circuts which electronically produce Morse code calls at a high rate of speed. According to John, "One sytem in use at this time...is triggered by mobile units only, when they key up the repeater. There is a timing circuit in the system, which inhibits the Morse code circuit for 15 minutes after an ID is transmitted." This accounts for the fact that the Morse IDs are almost always heard when there has not been any radio traffic present for several minutes. John explains further, "if car A calls car B, the repeater ID s, and the timer starts. Cars A and B can talk back and forth through the repeater without triggering the ID circuit." Of corse, if they talk for 15 minutes or more, they will be interrupted by the repeater's transmission of the Morse ID. Many thanks to John for the information.

Sprechen sie low band skip?

A German translator has provided some interesting followup about the German skip Chuck (IL-141) taped from those 34 MHz freq.s this winter. It turns out that these are apparently police departments from W. Germany (all repeater outputs). 34.86 may be from either W. Berlin or Hamburg, as a major street by the name of "Kizar Wilhelm" is mentioned. One mobile is "rapidly" following a car, apparently with the intention of making a citation stop. "Autobahn" is mentioned several times as well. In another conversation on 34.88, a mobile unit states he is 17.5 kilometers from Oberhausen, which is located north of Köln (cologne) in W. Germany.

Not bad for a Bearcat 250 all the way across the Atlantic in Illinois!

73, Mike

MONITORING & THE LAW

Eric P. Gaskell, Editor

Send all articles, references, copies of monitoring laws and questions pertaining to the legal aspects of monitor radio listening to:
Eric P. Gaskell, 1925 16th Ave., Apt. 210, Vero Beach, FL 32960.

Greetings and welcome once again to the Monitoring and the Law for the month of July 1983.

Before we get into this months article, I have one request for the RCMA Members. When sending in your letters and articles I would like to request that you please either print or type the letters. The reason for this request is that I am a legally blind person with

Monitoring and the Law continued

partial sight, and it is very hard in trying to read your letters. It is even hard in trying to read your letter even though I place it under a Visualtek Reading System that is a special closed circuit television for the blind with low vision. Thank you all for your assistance in reference to this request. Now for this months article.

This months article is sent in by Warren Silverman of Bayside, New York on the scanner laws for the State and City of New York. Thank you Warren for the information on the State of New York.

The portions of Mr. Silverman's contribution entitled "Vehicle and Traffic Law" and "NYC/Administrative Code" are not reproduced here. Unfortunately, their original type size is so small that, when reduced to newsletter size, they would be unreadable. Below is the one section possible to reprint.

- Editor

STATUTE APPLICABLE TO THE USE OF RECEIVERS AND OR SCANNERS AT ALL TIMES, THROUGHOUT THE STATE.

N.Y.S.
PENAL LAW

§140.40 Unlawful possession of radio devices. (B/MISD.)
As used in this section, the term "radio device" means any device capable of receiving a wireless voice transmission on any frequency allocated for police use, or any device capable of transmitting and receiving a wireless voice transmission. A person is guilty of unlawful possession of a radio device when he possesses a radio device with the intent to use that device in the commission of robbery, burglary, larceny, gambling or a violation of any provision of article two hundred twenty of the penal law.
Unlawful possession of a radio device is a class B misdemeanor.

Well thats all for this month, will see you in august. From May 21 to June 16, 1983 I will be at the Seeing Eye in Morristown, New Jersey for training for a Seeing Eye Guide Dog. So after I return I will send in an article on the training and the type of dog that I will receive.

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:
RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550.
Please be sure to include your membership number.

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.

FOR SALE: Antenna Specialists MON-63 all band antenna coupler. Couples car antenna to scanner and AM/FM radio. $ 10.00 shipped. Contact: BRENT BASINGER (CA-SB-016), 9182 Cielito St., Alta Loma, CA 91701 or phone 714-987-1462.(5-4-83)

FOR SALE: AT-197 (Military). Discone type antenna for 225-400 mhz; good condition; 12 elements. $ 25.00. Contact: FRANK MORELAND (CA-SD-038), 3748 Yosemite, San Diego, CA 92109. (3-24-83)

WANTED: Realistic Patrolman PRO-8. Crystals need not be in unit; must be in good condition. $ 80.00 - $ 120.00. Contact: KEN W. WILSON (CA-OR-101), 2550 East Ward Terrace, Apt. 20, Anaheim, CA 92806 or phone 714-772-4163.(4-4-83)

FOR SALE: Bearcat 210. With power cord, antenna, factory carton & owners manual. Will ship UPS. $ 150.00. Contact: JOHN DAVIES (CA-OR-235), 401 Piazza Lido, Newport Beach, CA 92663 or phone 714-673-6265. (3-29-83)

FOR SALE: Bearcat 100. Includes all accessories and Russell rubber duckie antenna. Will ship UPS. $ 200.00. Contact: JOHN DAVIES (CA-OR-235), 401 Piazza Lido, Newport Beach, CA 92663 or phone 714-673-6265. (3-10-83)

FOR SALE: Realistic PRO-6 pocket scanner. VHF Hi/Lo 4 channel. Includes Ni-Cads, rubber duckie antenna and owners manual. $ 35.00. Contact: DONALD J. MARR (IA-031), 3432 - 7th Ave., Council Bluffs, IA 51501 or phone 712-322-4726.(4-4-83)

FOR SALE: Antenna Specialists MON-50 preamplifier. VHF Hi/Lo & UHF. Increases reception range and improves weak signals; AC line operation; antennas included; Motorola type plugs. $ 25.00. Contact: DONALD J. MARR (IA-031), 3424 - 7th Ave., Council Bluffs, IA 51501 or phone 712-322-4726. (4-4-83)

FOR SALE: Bearcat 210. $ 100.00. Contact: TIMOTHY J. TONGE (MO-070), 128 S. Nome St., Aurora, CO 80012 or phone 303-366-0562. No collect calls. (4-30-83)

FOR SALE: Kenwood R-1000. Receiver in perfect condition. $ 350.00. Contact: TIMOTHY J. TONGE (MO-070), 128 S. Nome St., Aurora, CO 80012 or phone 303-366-0562. No collect calls. (4-30-83)

FOR SALE: RME shortwave receiver. Covers 1.8-2.0 / 3.5-4.0 / 7.0-7.3 / 14.0-14.4 / 21.0-21.5 / 27.0-29.7. RF gain; AF gain, crystal selectivity; crytal phasing, BFO, CAL, ANL, antenna trimmer, signal strength meter. This set needs work. $ 30.00 and you pay shipping. Contact: ROBERT LEARY (OH-093), 67 Eber Ave., Akron, OH 44305 or phone 216-376-2402. (3-21-83)

FOR SALE: Info-Tech M-200-F CW/RTTY Decoder. Latest Model. 170/425/850 shifts plus variable shift control. Decodes CW 6-55 WPM w/user adjustable higher rate. Automatic speed tracking & word space. Decodes RTTY 45/50/57/74/100 Baud. Decodes ASCII 110/300 Baud. Selectable printer outputs. Like new condition. Complete with all instructions & manuals. $ 350.00. Will ship & insure postpaid by UPS. Contact: ROBERT LEARY (OH-093), 67 Eber Ave., Akron, OH 44305 or phone 216-376-2402. (3-21-83)

FOR SALE: Military Surplus R-44/ARR-5. Covers 28 - 150 mhz AM/FM in 3 bands. Manually tuneable to any frequency; BFO, ANL, AVC, RF gain, AF gain; broad/sharp selectivity; all tubes good; complete with power supply. This set needs work. $ 25.00 plus shipping. Contact: ROBERT LEARY (OH-093), 67 Eber Ave., Akron, OH 44305 or phone 216-376-2402. (3-21-83)

FOR SALE: Military Surplus AN/APR-4Y w/CV-253 tuning unit. Covers the frequencies of 38-1000 mhz in 4 bands. No auto-tune; manually tuneable to any frequency; good condition. Also panaramic adaptor included; in good condition. $ 100.00 for both units plus shipping. Contact: ROBERT LEARY (OH-093), 67 Eber Ave., Akron, OH 44305 or phone 216-376-2402. (3-21-83)

FOR SALE: Military Surplus BC-608. Covers 27-39; manually tuneable to any frequency. Also 10 push buttons to pre-set 10 frequencies. Good condition. $ 50.00 plus shipping. Contact: ROBERT LEARY (OH-093), 67 Eber Ave., Akron, OH 44305 or phone 216-376-2402. (3-21-83)

WANTED: Regency TMR 12 LM. I need 2 more of this radio. Will consider any make low band multiple channel radio (non-scanner). Contact: CHUCK O'CONNOR (CA-SC-017), 1833 Germaine Ct., San Jose, CA 95122 or phone 408-279-0548. (4-29-83)

FOR SALE: Bearcat 100. 1 year old; excellent condition. 2 sets of Ni-Cad batteries & 2 antennas. Will ship UPS. Contact: DAVID GNESS (MA-118), 16 Dow St., Salem, MA 01970. (4-23-83)

FOR SALE: FCC Microfiche Files. 02-20-82 Non-Government Master Frequency File; 373 sheets, $ 75.00. 03-17-81 Licensee Index; 35 sheets, $ 5.25. 03-17-81 Call Sign Index; 35 sheets, $ 5.25. 03-17-81 Transmitter State Index; 36 sheets, $ 5.40. (See FCC Topics in the February Newsletter for microfiche explanation.) Contact: GARY BOTTRELL (IL-073), 405 East Kern St., Springfield, IL 62703.(4-3-83)

THIS MONTH'S CENTERFOLD IS A MARKETPLACE AD REQUEST FORM - EDITOR

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

We have very little knowledge concerning frequencies used in the VHF and UHF bands in other countries. Specific frequency assigments seem to follow no regular pattern of allotment as we have here in the U.S. In some South American countries, it would seem that a potential user picks out an interesting frequency and continues to use it as long as as he causes a minimum amount of interference to any other user.

While little is known about every day public communication, even less is known about military (and thus governmental) frequency use. Some of this military traffic has been heard by low band skip (specifically British military units on 33.30 etc.). I also believe that a good portion of other European skip heard in our low band (30-50MHz) is probably governmental or military traffic since the low band in that area is 60-90MHz.

An RCMA member recently sent me the following list with these comments:

I recently bought a copy of Janes Military Communications 1979-80 on sale for about $15. I culled through the section of VHF/UHF f.m. communications systems and manufacturers and extracted a listing of frequency ranges covered by gear used by or made in various nations. Some of the equipment listed is probably for export, but it should be easy to see what frequencies are being favored by the military of various nations.

Although Jane's had no comprehensive section of Soviet equipment, there was a summary of some of their old gear. It is included below since the Soviets have a habit of forcing other Eastern European nations and various client states in the third world to buy up their surplus military gear. Likely the armies of Roumania, Poland, Czechoslavakia, Hungary, East Germany, Bulgaria, Iraq, Syria, South Yemen, Cuba, North Korea, and probably still China all still use old, well-used Soviet communications gear.

The following equipment is probably f.m., but modulation type is not listed except for the 60-70MHz. gear.

R-116 48.65-51.35 MHz., 10 channel, 0.1 watt platoon commander's radio
R-106 46.10-48.65 MHz., 18 channel, 0.5 watt radio
R-105D, 108D, 109D, 114D 20-46.1 MHz. in overlapping ranges, 1.2, 1.3 watt regimental level radios
R-401, 403 60-70MHz. f.m. vehicle mounted radio relay (repeater?)

Note that these radios seem to be set up for frequency ranges such that commanders can communicate on frequencies that units of a lower level can not receive, presumably for purposes of compartmentalization and secrecy within army units.

Frequency ranges covered by military transceivers utilizing frequency modulation (f.m.). Each entry represents a different make and/or model transceiver. Numbers in parentheses represent different models listed as covering the same range.

CANADA
220–1850 MHz. in 4 bands, f.m. + 225–400 MHz. a.m.

FRANCE

26–76 MHz. n.b.f.m. (2)
33–45, 45–60, 60–76 MHz. n.b.f.m.
66–88, 146–174 MHz. f.m.
47–57 MHz. f.m.
26–72 MHz. f.m.

GERMANY (Federal Republic)
20–80 MHz. f.m. (2)
69.275–77.655, 79.075–87.455 MHz. f.m.
26–69.95 MHz. f.m. (2)
30–52.96 MHz. f.m.
53–75.95 MHz. f.m.
68–87 MHz. f.m.
146–174 MHz. f.m.
47–55.95 MHz. f.m.
445–470 MHz. f.m.
225–400, 610–960 MHz. relay equip., f.m.
75.275–77.65, 85.075–87.455 MHz. f.m. relay
47–56.975 MHz. f.m.
70–77.975 MHz. f.m.
39–47.975 MHz. f.m.
47–61.975 MHz. f.m.
60–79.975 MHz. f.m.
30–80 MHz. f.m.

ISRAEL
30–76 MHz. f.m. (2)
30–52.95 MHz. f.m. (2)
53–75.95 MHz. f.m. (3)
36–53 MHz. f.m.
30–80 MHz. f.m.
47–57 MHz. f.m.
70–80 MHz. f.m.
610–960 MHz. relay equip., f.m. (2)

ITALY
26–72 MHz. f.m. (6)
30–76 MHz. f.m.
148–174 MHz. f.m.
156–174 MHz. f.m. (3)
26–80 MHz. f.m. (2)
46–56 MHz. f.m.
20–70 MHz. f.m.
26–76 MHz. f.m. (2)
100–156 a.m., 225–400 MHz. a.m. or f.m.

JAPAN
35–54 MHz. f.m.
34–54 MHz. f.m.
28–54 MHz. f.m.
20–60 MHz. f.m.
24–56 MHz. f.m.

NETHERLANDS
26–70 MHz. f.m.
30–76 MHz. f.m.
47–56 MHz. f.m.

NORWAY
400–500 MHz. f.m. link
800–950 MHz. f.m. link

SWEDEN
103–160 MHz. f.m. or a.m.
225–400 MHz. f.m. or a.m. (3)
400–950 MHz. f.m.
103–156 MHz. f.m. or a.m.
100–160 MHz. f.m. or a.m.

SWITZERLAND
68–76 MHz. f.m.
77.5–87.5 MHz. f.m.

UNITED KINGDOM
26–75.975 MHz. f.m.
36–57 MHz. f.m.
30–76 MHz. f.m. (8)
36–76 MHz. f.m. (2)
30–87.975 MHz. f.m.
30–75 MHz. f.m.
37–46.975 MHz.f.m.
40–55 MHz. f.m. (4) export models
37–49.975 MHz. f.m.
47–56.975 MHz. f.m.
66–88 MHz. f.m.
225–400, 610–960 MHz. f.m. relay equip.
55–70 MHz. f.m.
70–88 MHz. f.m.
100–156, 225–399.975 MHz. f.m. or a.m.

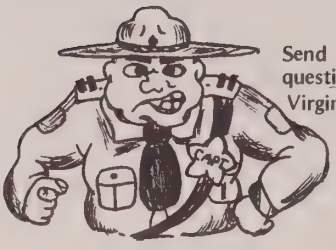
USA
30–52.95 MHz. f.m. (4)
53–75.95 MHz. f.m. (4)
47–55.4 MHz. f.m.
2–76, (30–76 MHz. f.m.)
30–79.95 MHz. f.m.
47–57 MHz. f.m. (2)
70–80 MHz. f.m.
30–75.95 MHz. f.m.

Data from Jane's Military Communications, Jane's publications, 1979–80. All listed VHF/UHF manufacturers included in the volume were surveyed.

Until next month, שלום

Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police; sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.



PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

William Mauldin, 2268 N.W. 30th Rd., Boca Raton, FL 33431

WEST VIRGINIA STATE POLICE

Since becoming editor of the PUBLIC SAFETY SOUTHEAST column, I have tried to complete the coverage of all state police and highway patrol departments in this coverage area. This month, with the help of Ginny, RCMA Assistant Editor, and John, WI-019, we finally are able to give coverage to the last state police organization in this monitoring area. This is the long awaited article on the West Virginia State Police. I wish to thank all of those who helped make this article possible, in addition to those named above. If you live or drive through the coverage area, please monitor these frequencies and pass along any comments or corrections for the future update!

The West Virginia State Police is divided up into "Companies" and "Detachments". The "Company" is the same thing as a Troop or Division when related to other state police organizations. The WVA SP Communications Division controls and manages the radio and computer systems for the state police. As of this writing, 71 terminals were tied into the state-wide computer network, known as "WEAPONS". This system connects all state police stations as well as local enforcement departments to the state crime information center as well as NCIC.

State Police PRIMARY base stations (noted with an (*) in the listing below) have a Chief Operator as well as shift dispatchers. These stations perform (24) hours per day. There are (5) Primary base stations in the system. In addition, there are (3) base stations which are operated during peak traffic hours (and these are noted by (pt) on the listing below). The state-wide system, except for the Turnpike Company, operate on low band, with 42.100 MHz being the PRIMARY dispatch frequency, and 42.120 MHz as the SECONDARY. The system also has an extensive system of base station repeaters as well as mobile to base repeaters.

All West Virginia State Police vehicles are equipped with moden two-way mobile radios. The units are solid state, 100 watt output transceivers with selectable tone encode and decode capabilities. As of this article, there are 45 vehicles operating through-out the state with vehicle repeaters which permits control of the mobile transceiver with walkie talkies. The addition of a fourth frequency on the Motorola HT-220 radios now allows for portable to portable communication at special events without keying up the repeaters.

OPERATING FREQUENCIES AND BASE STATION LOCATIONS

The FCC files list these locations for trasnmitter sites for the State Police. These stations and remote repeaters are PRIMARY (42.100 MHz) and SECONDARY (42.120 MHz) sites. Full time dispatch control stations are noted with (*), other dispatch control stations operating as a parttime facility at noted with (pt), and ALL others are remote repeaters, being activated and controlled by one or several of the dispatch control stations.

Company "A": Clarksburg/Shinnston (*), serves 18 counties.
Company "B": South Charleston (*), serves 14 counties. State Police Headquarters is also located in South Charleston.
Company "C": Elkins (*), serves 15 counties.
Company "D": Beckley (*), serves 12 counties.

Company "E": is a Field Company, responsible for the West Virgina Turnpike and all of the state law enforcement on all Interstate highways in the state. The Turnpike radio system is VHF and not related to the low band system generally.

42.100 & 42.120 MHz Transmitter Locations

(24) Hour Dispatch Control Stations: Shinnston, South Charleston, Elkins, Beckley, Logan, Romney, Moundsville, Parkersburg, and Depeartment Headquarters (COMCENTER).

Other Part-Time Dispatch Stations: Huntington, Morgantown, Martinsburg.

Repeater Transmitter Sites: Huttonsville, Pt. Pleasant, Slaty Fork, Mountain View, Wayne, Davis, Weirton, Martinville, Princeton, Danville, Paden City, Lewisburg, Caretta, Flatwoods, Spencer, Petersburg, Charlestown.

The transmitter control for the base to mobile repeaters as well as the repeaters for mobile to base traffic is handled either on 70 MHz or on 450 MHz systems. The following is a listing of the repeaters control frequencies, as listed in the FCC files. If you have a receiver which can receive 70 MHz, such as the JIL SX-200, this makes for excellent monitoring!

72.940 MHz: Slaty Fork, Weirton, Ivydale, Wayne, Ridge.
72.960 MHz: Spencer.
73.620 MHz: Morgantown, Martinville, Romney, Caretta, Mountain View, Charleston, Logan, Alderson, Harrisville, Elkins.
75.900 MHz: Elkins, Martinsburg, Moundsville, Shinnston, Logan, Beckley, South Charleston, Barboursville.
75.920 MHz: Martinsburg, Romney, South Charleston
75.960 MHz: South Charleston.
75.980 MHz: Shinnston, West Charleston, Moundsville, Morgantown, Welch, Elkins, Beckley, Logan, Romney.

Should you look at the list and wonder just whether the frequency is assigned to be a base repeater or a mobile repeater, all you have to do is look at the 42 MHz listing. If there is a base station listed for this location, then it is a good chance that the link is to the base repeater trasnmitter - if not, then it is a mobile repeater, transmitting all mobile unit transmissions back to the base. With a little detective work on your own, you can match up things of this nature with ease, using POLICE CALL or the FCC files.

There are several other mixed frequencies listed in the FCC file for the **West Virginia State Police**. Here is that information:
Moundsville: 460.325 MHz, 460.075 MHz, 154.785 MHz, 155.310 MHz, 39.980 MHz.
Pruntytown: 39.920 MHz, 39.980 MHz.
Huttonsville: 460.075 MHz
S. Charleston: 155.505 MHz, 154.695 MHz
Morgantown: 155.790 MHz
Montgomery: 154.800 MHz
NOTE: FCC Listing shows 460.125 MHz listed as a mobile or portable frequency statewide.

West Virginia State Police - Company "E"

Company "E" of the West Virginia State Police is different. This is the Field Company assigned to patrol the West Virginia Turnpike and all of the Interstate highway system in the state. Their patrol cars are painted a different color, their radio system is not the state-wide low band system covered in the first part of this article. Company "E" operates on VHF high band. The FCC files show two frequencies used for this purpose. Exactly which frequency is used for what purpose and by which stations is up to you to report. Here is what I have as a Base Station transmitter list, all licensed to transmit on these two frequencies...

155.430 MHz & 156.150 MHz: Standard, Reed, Marmet, Ghent, BECKLEY, Kingston, Nuckolls, Kanawha, Flat Top, Pax, Malden, CHARLESTON, Cabin Creek.

Comments: This editor requests that those of you who can monitor any part of this system, make notes and send them in for an update article. One member reports that Martinsburg PD and the WVSP sometimes scrambles their transmissions, probably with the single inversion type scramble system. When switching to code, they use 10-95 to signify the upcoming change. All low band mobile units transmit to the base on **42.260 MHz**, but can work simplex on **42.100 MHz** or **42.120 MHz** for car to car communications. As an additional note, the West Virginia State Road Department uses 47.360 MHz for dispatching.

WEST VIRGINIA STATE POLICE SIGNALS

SIGNAL	
1	**Call your station, person, or number. Information given by dispatcher with signal.**
2	**Report to your station or address as given with signal.**
3	**Call your Headquarters.**
4	**Report to your Headquarters.**
5	**Officer needs help!**
6	**Investigate auto accident. (6A = person injured) (6B = person dead)**
7	**Hit and run accident. (7A = injury) (7B = fatality)**

SIGNALS, Con't

8 Traffic congestion.
9 Drunk driver.
10 Drunk person.
11 Obstructing traffic.
12 Fight (12A - with knife) (12B - with gun)
13 Robbery (13A - armed robbery)
14 Stolen automobile.
15 Stripping car.
16 Breaking and entering. (16A - suspect on premises) (16B - breaking without entering)(16C - larceny) (16E - burglary)
17 Suspicious person.
18 Murder.
19 Investigate occupants of vehicle.
20 Person wants to see officer.
21 Suicide.
22 Person drowned. (22A - person drowned)
23 Transporting illegal liquor.
24 Cock fighting.
25 Gambling.
26 Destroying property.
27 Disorderly conduct.
28 Disturbing public worship.
29 Escaped prisoner.
30 Jail break.
31 Indecent exposure.
32 Discharging firearms on highway.
33 Trespassing.
34 Abduction.
35 Riot.
36 Tampering with automobile.
37 Stabbing.
38 Kidnapping
39 Bad check.
40 Passing counterfit money.
41 Arson.
42 Rape.
43 Fraud.
44 Felonious assault.
45 Bank robbery.
46 Payroll holdup.
47 Forgery.
48 Impersonating an officer.
49 Sodomy.
50 Transporting stolen goods.
51 Concealing stolen goods.
52 Hawker and/or Peddler.
53 Adultery.
54 Numbers, Lottery. (54A - transporting in car)
55 Fugitive.
56 Reckless driving.
57 Game law violation. (57A - Carrying uncased gun) (57B - Hunting out of season) (57C - Dynamiting for fish)
58 Carrying concealed weapon.
59 Interview witness.
60 Escort funeral. (60A - handle funeral traffic)
61 Missing person.
62 Mine explosion.
63 Parking without lights.
64 House of ill repute.
65 Gypsies.
66 White Slavery - Mann Act violation.
67 Short change racket.
68 Citizen complaining of noisy radio or beer joint.
69 Meet complainant.
70 Fire.
72 Report to Sheriff's Office.
73 Meet an officer.
74 Auto fire.
75 Forest fire.
76 Call your chief road patrol officer.
77 Report to your chief road patrol officer.
101 Concerning subversive activities.

JACKSONVILLE POLICE/SHERIFF FLORIDA

Many thanks to Carl, WI-054, for this contribution on Jacksonville, Florida. Several years ago the City of Jacksonville and Duval County combined everything. The City of Jacksonville is now the largest city in the southeast. The PD and Sheriff, along with fire and other services, were combined. To date, they have done a very nice job of making everything work!

This information comes from the "Jacksonville Police, Office of the Sheriff" Annual Report. An in depth look at the communications systems shows an extensive system, well manned. In fact, it is so well manned that from the supervisors desk, you can see there is one console for every radio channel. There are also EMS and Fire desks. There is a computer aided dispatch system. The telephone answering division of the Comm Center has it's own section in another room. The map shows the dispatch zones of the city, which remember, is county-wide.

JACKSONVILLE POLICE/SHERIFF FREQUENCIES

POLICE FREQUENCIES:

Zone 1 - 453.150	Zone 2 - 453.100	Zone 3 - 453.050
Zone 4 - 453.450	Detect - 453.250	Tactical 453.200
Info - 453.300	Admin - 453.350	Beach Ptl 453.925
Jail - 158.910	C.D. - 155.820	

FIRE FREQUENCIES:

Dispatch 154.445 (simulcast on 460.660) Rescue - 154.280

Unit numbers have four (4) characters. First number indicates the shift of the unit. The second number is the zone assignment, the third represent the officer or vehicle ID. An example of this would be "1234". First shift, Zone two, Unit ID #34.

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RCMA

Radio Communications Monitoring Association

MARKETPLACE EDITOR / P.O. BOX 1329 / PALMDALE, CA 93550-1329 U.S.A.

MARKETPLACE AD REQUEST FORM (020182)

Circle One: FOR SALE FOR TRADE WANTED

Name: _____ Membership Number: _____

Residence Address (no P.O. Boxes or R.R. Boxes, but an actual street address: ___

_____

City/State/Province/Zip Code/Postal Code/Country: _____

_____

Phone Number: (____) ____ - _____

Mailing Address (if different from residence address): _____

_____

City/State/Province/Zip Code/Postal Code/Country: _____

_____

Which of the following do you want included in your ad? (Check all that are desired):

___Residence Address ___Mailing Address ___Phone Number

.....

Your Ad: Make/Manufacturer: _____

Model Number: _____ Asking Price: _____

Additional information to be included in ad: _____

_____

_____

I hereby agree to abide by the guidelines currently established for the MARKETPLACE column. Should I receive money from other members for goods and/or services that I am no longer able to provide, I will immediately return that money to that other member responding to my ad.

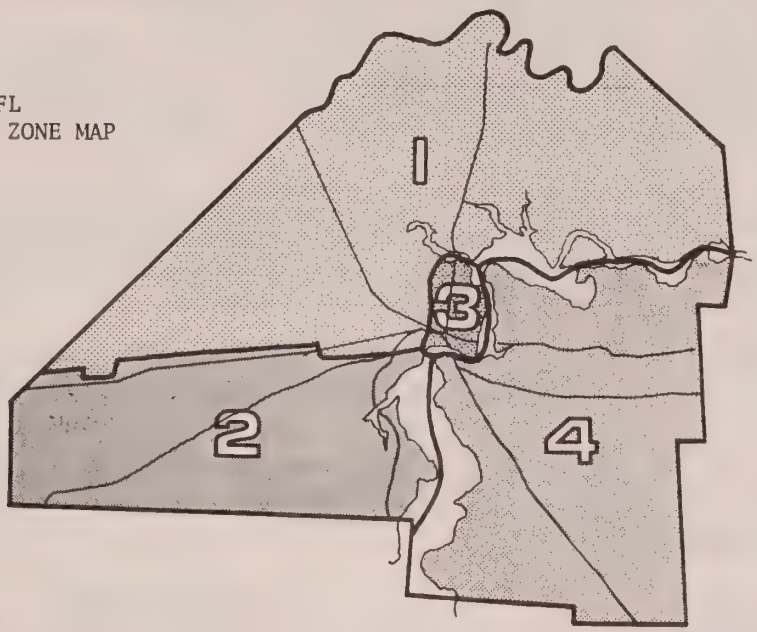
Date: _____ Signiture: _____

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

JACKSONVILLE POLICE/SHERIFF/FIRE DISPATCH CODES

Four different types of codes are used. The standard Florida Sheriff's Association 10 signals, a Signal code, an Alpha code and a Numeric code. We obtained a very nice code and unit breakdown from Television Station WTLV News. Here is some of that listing:

JACKSONVILLE, FL
POLICE/SHERIFF ZONE MAP
July 1983



Radio Definitions

Air - Police Helicopter
Blaze - Airport Crash Unit
Bureau - Fire Marshal Unit
Cardiac Red - Life & Death rescue Procedure
C.J. - County Jail (Graybar Hotel)
Echo - Rescue portable radio
E.T. - Evidence Technician
Fire - Fire Chief Car
Foam - Chemical Foam Unit
Foxtrot - Fire engine portable radio
JFD - Jacksonville Fire Division
JPD - Jacksonville Police Department
Lima - Ladder Portable Radio
"M" - Missile (rocks, bottles, etc)
Marine - Fire Boat/Oil Spill Boat
NCIC - National Crime Info Center (FBI)
"P" - In progress
Red - Fire Chief Portable Radio
"S" - Silent
Search - Military Helicopter
Squad - Fire/Rescue Engine
S.O. - Sheriff's Office
Telementry - Cardiac Radio Unit
Utility - Special Equipment unit
W.O.C. - Without Chief
Woods - Special Woods Fire Equipment
"X" - Siren & Flashing Lights

Police Disposition Codes

A - Unable to locate complainant or verify incident.
B - Assisted motorist/traffic problem
C - No such address
D - Not a law enforcement problem, referred to proper agency
E - Incident verified - Perpetrators gone upon arrival
F - Peace restored
G - Advised warrant and/or legal action/assistance
H - Advised to contact police if repeated or returned
I - Transported victim or witness
J - Returned to home or family
K - Assisted other police unit or agency
L - Vehicle storage report/Morgue report submitted
M - Issued traffic citation, moving violation
N - Issued traffic citation, non-moving violation
O - Issued non-traffic citation
P - Other miscellaneous police services rendered
Q - Contact card completed
R - Premises checked - Found secure
S - Premises checked - Secured by owner or his agent
T - Call/Report handled by backup unit (CCR use)
U - Issued 24-hour or 10-day notice for abandoned property or vehicle.
V - Provided escort service and traffic control
W - Verbal/Written warning given
X - Perpetrators contacted, advised to to cease and desist
Y - Follow-up investigation completed, No report submitted
Z - Administrative use
0 - Performing supervisory function
1 - Report made: General vehicle, crime against person, missing person, animal investigation
2 - Traffic accident report submitted
3 - Felony arrest made. Field arrest report & prisoner investigation report complete, prisoner transported
4 - Supplement report submitted
5 - Resisting arrest report
6 - Juvenile report, non-felony or misdemeanor
7 - Evidence technician report

8 - Misdemeanor arrest made - Field arrest report completed, prisoner transported to dentention facility
9 - Recovered stolen vehicle

Fire assignments and Classifications

CODE 1 -- False alarm or no fire apparatus is required.
W - 1 --- One engine company required for this assignment.
W - 2 --- One engine, one ladder (or tanker squad) and one chief required.
W - 3 --- *Two engines, one ladder (or tanker squad) and one chief required. Rescue unit sent on building fires. (W-3 known as Full Assignment Fire).

SECOND ALARM - *Four engines, two ladders (or combination of tankers and squads), rescue unit, two chiefs and the operations chief. Administrative chiefs may also respond.
THIRD ALARM - *Same as second alarm with two additional engine companies responding.
GENERAL ALARM: *Third alarm assignment plus specified additional apparatus and/or manpower. General call for all off-duty firemen to report to their assignments.

(*) These assignments may carry additional or specialized equipment depending upon the location and nature of the fire, i.e., downtown, hospital, shopping center, fuel tanks, ships or aircraft accidents.

Note: Whenever the word "DELTA" is used by a rescue vehicle while enroute to a hospital, the unit is requesting direct radio contact with the destination emergency room.

Jacksonville Ten Signals

10-1	Receiving poorly
10-2	Receiving well
10-3	Stop transmitting
10-4	Acknowledgement
10-5	Relay
10-6	Busy
10-7	Out of service
10-8	In service
10-9	Repeat
10-10	Out of service, subject to call (JPD) At station, subject to call (JFD)
10-11	Dispatching too rapidly
10-12	Officials or visitors present
10-13	Weather or road conditions
10-14	Convoy or escort
10-15	Prisoner in custody
10-16	Pickup prisoner at ----------
10-17	Conduct investigation
10-18	Complete present assignment quickly
10-19	Return to station
10-20	Location
10-21	Call this station by telephone
10-22	Disregard
10-23	Standby
10-24	Trouble - Send help
10-25	In contact with ----------
10-26	Did you receive message?
10-27	Any answer our message number ---- ?
10-28	Check auto registration information
10-29	Stolen or wanted information
10-30	Against the rules or regulations
10-32	Breathalizer available
10-33	Emergency traffic
10-35	Confidential information, write report
10-36	Correct time
10-37	Operator on duty
10-38	Road blocked at --------
10-39	Message delivered
10-41	In possession of --------
10-42	Out of service at home
10-43	Any traffic for ----------
10-45	Call ------- by telephone
10-46	Urgent
10-48	End of message
10-49	Send evidence technician
10-50	Stopping vehicle (give location, license and other related data)
10-51	Enroute (51B with flashing lights) (51C with lights and siren)
10-52	Estimated time of arrival
10-53	Enroute to office or station
10-54	Negative
10-55	Car calling car
10-56	Meet ----- at -----
10-65	Can you copy?
10-66	Cancel
10-70	Send wrecker
10-80	Change channel/frequency
10-81	Beginning tour of duty
10-82	Ending tour of duty
10-83	Man on foot with portable radio
10-84	Away from unit with portable radio, subject to call
10-88	Where can ----- be reached?
10-97	Arrived at scene
10-98	Completed last assignment
10-99	Control number -----
10-100	Alert - Remain in contact!

Jacksonville Dispatch Signals

0	Armed and/or use caution
1	Drunk driver
2	Drunk person
3	Hit and run
4	Accident
5	Murder
6	Escaped prisoner
7	Dead person
8	Missing person
9	Larceny
10	Stolen auto
11	Abandoned vehicle
12	Reckless driving or traffic violation

13 Suspicious car or person
14 Malicious mischief or vandalism
15 Special detail
16 Traffic obstruction or hazard
17 Sick person or person down
18 One shot
19 Animal bite investigation
20 Powler or peeping tom
21 Breaking and entering
22 Family or domestic disturbance
23 Hold up
24 Investigate
25 Fire or explosion
26 Cardiac / drowning / asphyxiation
27 Insane person
28 Deliver message to ----------
29 Wires down
30 Abduction
31 Property check / dark report
32 Burglar or Fire alarm
33 Discharging firearms
34 Officer calling for HELP!
35 Officer requests assistance
36 Meet an officer
37 Petting party
38 Traffic assignment
39 Water or boat accident
40 Civil disorder / riot / crowd
41 Arson
42 Worthless check (JPD), Control burn (JFD)
43 Hitchhiker (JPD), We need ------ (JFD)
44 Abortion (JPD), Permission to talk (JFD)
45 Gas Leak
46 Aircraft accident
47 Juveniles playing in the street (JPD)
Railroad accident (JFD)
48 Industrial or construction accident
49 Report to -------- Hospital
50 Found or abandoned property
51 Follow-up investigation
52 Garbage investigation
53 Someone hurt or injured
54 Illegally parked vehicle
55 Holding one
56 Juvenile complaint
57 Person calling for help
58 Bomb investigation or threat
59 Vehicle maintenance
60 Suicide or suicide attempt
61 Fight in progress
62 Cutting
63 Loud disturbance
64 Barking dog
65 Rape
66 Molesting
67 Child cruelty
68 Con game or flim flam
69 Contributing to deling. depend. child
70 Counterfeit
71 Animal cruelty
72 Dangerous excavation
73 Drug or Narcotic investigation
74 Extortion
75 Sex offence, non-rape, prostitution
76 Assist other agency
77 Situation under control
78 False personation
79 Obsene threats or phone calls
80 Vice investigation, non-drug matter
81 Hawking, door to door
82 Shoplifter
83 Ticket scalping
84 Strike or Labor union activity
85 Carrying concealed weapon
86 Lost property
87 Damaged property
88 Assault
89 Illegal burning
90 Fireworks
91 View of roadway is obstructed
92 Sidewalk obstruction
93 Blood run
94 Information
95 Fraud investigation
96 Assist motorist
97 Throwing incendiaries or fireworks
98 Throwing missiles
99 UFO investigation

Editors Comments

This is the first month I have actually allowed the computer to "word process" all of the column. I hope this new method of writing will allow us to get more data in our allotted space.

In the Public Safety Southeast coverage area, the radio shows and flea markets scheduled for this month are: July 2 & 3 - West Virginia State Radio Convention, Jackson's Mill, WVA; July 5 thru 9 - Mobile Amateur Radio Awards National Convention, Charleston, WVA; Jul 16 - Summer Swapfest, Cary, NC; July 24 - TSRAC Hamfest, Wheeling, WVA; July 23 & 24 - Hamfest, Charleston, SC; July 30 & 31 - Western Carolina ARS Hamfest, Asheville, NC; This information supplied by Southeastern Repeater Association, Inc., publishers of the **REPEATER JOURNAL**, Post Office Box 5655, Greensboro, North Carolina. As usual, there is an admission charge for some of these events. Ask any amateur radio operator in the area for details.

I don't know how many pages of the NEWSLETTER are devoted to the publication of the same old "10-4" ten signals each month. I know I must have typed the well known signals at least fifty times. Each month, most of the Public Safety Editors do the same. What do you say about publishing the standard APCO (Association of Public Safety Communications Officers) code just once each month, from 10-1 to 10-99. Then, instead of printing the full code for each department, each month, we can just list the differences. The code would only take up one page each month, and the differences would take up lots less space than writing the entire code, 10-4 and all, for each department covered. Don't write me if you approve. Send a note to Ginny Slick, RCMA Assistant Editor, 1 Potomic Street, Williamsport, MD 21795. Like many of you, I feel we have lots of duplications and wasted space in our magazine. If enough of you think this is a good idea, I am sure Ginny will approve.

Public Safety Southeast, State Police / Highway Patrol Directory:
West Virginia State Police, covered in this issue. Virginia State Police, covered in April 1983 with map in May 1983. North Carolina State Highway Patrol, covered in March 1981. South Carolina Highway Patrol & Georgia State Patrol, covered in March 1983, Florida Highway Patrol, covered in November 1982 with an update of data in January 1983.

Many thanks to all of you who have submitted data to me this month! Each and every frequency and code sent has been entered in the computer and will be used! If I did not have your help, this article would not be here. Please continue your contributions! 73s, Bill, WG4R.

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Please pardon the short column this month. In the next issue we'll be right back up to par. Here though is some more fine work from one of our regional editors.

Metro Philadelphia

800 MHz IN THE DELAWARE VALLEY

It has taken longer to arrive here - but the use of the 800MHz "mobile-microwave" band has really begun to expand. In the past few years, almost all users of the 800 MHz band were industrial and business users, but F.C.C. records show increasing growth of the 800 band by local governments. For the past three years the City of Philadelphia has maintained a six channel system for use by the "Crisis Intervention Network:, a juvenile gang control agency. Last March Delaware County Pennsylvania received licenses for a new 18 channel 800 MHz police and emergency communications system. Now, one of the most prosperous townships in Montgomery County is planning to "go 800". The word is that Lower Merion Township is considering 800 MHz communications for Police, Fire and Local Government operations.

Clearly - the future is in 800MHz - especially here in the Philadelphia area where most of the UHF spectrum space is filled. The only question is - will receiver manufacturers see this and produce receivers of adequate sensitivity and selectivity? The Bearcat 5-800MHz monitor was on the market for less than a year before it disappeared. Perhaps communications hobbyists should get together and let the receiver manufacturers know just how interested we are in this developing communications band....

O.K. - let us get back to the business of this "sub-column". For those of you who did not see the previous column, let me introduce myself. My name is Tim Leber, and Richard Barnett has allowed me to edit a "sub column" covering public safety radio in the Pennsylvania, New Jersey, Delaware areas. For the past five years, I have been working in the Television Newsroom of the CBS station here in Philadelphia, and equipped with that experience I believe that I have the qualifications to edit this section of Public Safety-Northeast.

For this section to do well - there must be an information exchange. Please send your contributions to either Richard or myself:

Tim Leber
320 Carpenter Lane
Philadelphia, PA 19119

I will do my very best to answer all letters, etc. In writing - a self-addressed, stamped envelope is a great help.

Last time we looked at the City of Philadelphia communications system, now let us cross the Delaware River and take a look at communications in Burlington County, New Jersey.

BURLINGTON COUNTY FIRE RADIO

District	Municipality	Fire Co.	Station
10	Mapleshade Twp.	Independent #1	101
20	Cinnaminson Twp.	Parry #1	201
		Cinnaminson #2	202
30	Burlington Twp.	Independent #1	301
		Beverly Rd. #2	302
		Relief #3	303
40	Florence Twp.	Florence #1	401
		Florence #2	402
		Roebling #3	403
50	Mount Holly Twp.	Relief #1	501
		Union #2	502
		Good Intent #3	503
		America Hose #4	504
60	Bordentown City	Consolidated	601
		Hope Hose #1	602
70	Riverside Twp.	Riverside #1	701
	Palmyra Boro	Independent #1	801
	Burlington City	Endavour #1	901
		Hope Steam	902
		Young #3	903
		Mitchell #4	904
		Nepture #5	905
		Niagara #6	906
11	Delanco Twp.	Washington	111
12	Beverly City	Beverly #1	121
		Hope Hose #2	122
13	Lumberton Twp.	Lumberton #1	131
14	Edgewater Pk. Twp.		
15	County Fire officials/E.M.S./C.D.		
16	Willingboro Twp.	Willingboro #1	161
		Sub Station	162
17	Southampton Twp.	Vincent #1	171
		Hampton Lakes #1	172
18	Pemberton Twp.	Browns Mills #1	181
		Magnolia Road	182
		Country Lakes	183
		Presidential Lakes	184
19	Peberton Boro	Goodwill #1	191
21	Springfield Twp.	Jacksonville	211
		Juliustown	212
		Jobstonw	213
22	Evesham Twp.	Marlton #1	221
		Kettle Run #1	222
23	Delran Twp.	Delran #1	231
		Delran #2	232
24	Riverton Boro	Riverton	241
25	Medford Twp.	Union #1	251
	Medford Twp.	Lakes	252
26	Chesterfield Twp.	Union #1	261
		Chesterfield Hose	262
27	Westhampton Twp.	Rancocas #1	271
28	Shamong Twp.	Indian Mills #1	281
29	Woodland Twp.	Chatsworth	291
		Lebanon Lakes	292
		New Lisbon	293
31	Moorestown Twp.	Hose #1	311
		Relief #2	312
		Lenola #1	313
32	Bordentown Twp.	Mission #1	321
		Derby #2	322
33	Mansfield Twp.	Franklin	331
34	Easthampton Twp.	Easthampton #1	341
		Ewansville	342
35	County Detectives/Sheriff		
36	Mount Laurel Twp.	Masonville #1	361
		Fellowship #2	362
		Fellowship Sub. Sta.	363

37	Medford Lakes Boro	Medford Lakes	371
38	New Hanover Twp.	Cookstown	381
		Fort Dix	382
		Mc Guire A.F.B.	383
39	Hainesport Twp.	Hainesport	391
41	Wrightstown	Wrightstown	411
42	Bass River Twp.	New Gretna #1	421
43	Tabernacle Twp.	Medford Farms	431
44	Fieldsboro Boro	Fieldsboro Mem.	441
45	Washington Twp.	Green Bank	451
		Lower Bank	452
46	North Hanover Twp.	Cookstown	461
		Sub. Sta	462
47	Burlington County College		
48	Palmyra Bridge Police		
49	Burlington Bristol Bridge Police		

Notes:

The old police channel (155.940) is not frequently used - but may be called into service on special assignments.

Ambulances in the various fire districts carry the designator "9" - i.e. Riverside Ambulance - in district 70 - would carry call 709....

Paramedics assigned to Burlington County Hospital have the designator "15" - i.e. station 159 and ambulance 1591.

At last report:

F1	154.220	Dispatch
F2	154.190	Responding
F3	154.400	
F4	154.205	Drills/Special Use

There seems to some dispute as to what F5-F8 are. I have talked to several different people - and they all have different versions of which channels are which. If anyone can clear up this confusion - please write.

Ambulance	F1	155.295
	F2	155.280

BURLINGTON COUNTY POLICE RADIO

CHANNEL	FREQUENCY	DISTRICT	LOCALITY
P1	500.7875	40	Florence
		90	Burlington City
		30	Burlington Twp.
		14	Edgewater Park
		16	Willingboro (also 500.537)
P2	500.6875	11	Delanco
		12	Beverly
		23	Delran
		70	Riverside
		24	Riverton
		20	Cinnaminson
		31	Moorestown
		10	Maple Shade
		80	Palmyra
P3	500.7375	27	Westhampton
		34	Easthampton
		50	Mount Holly
		13	Lumberton
		39	Hainesport
		17	Southampton

Public Safety - North East continued

P4	500.6625	60	Bordentown City
		32	Bordentown Twp.
		44	Fieldsboro
		33	Mansfield
		21	Springfield
		46	North Hanover
		41	Wrightstonw
		18	Pemberton Twp.
		26	Chesterfield
P5	500.5125	Countywide & N.C.I.C.	
P6	500.4875	Countywide	
		75	County Detectives
		35	County Sheriff
P7	500.9625	29	Woodland
		43	Tabernacle
		42	Bass River
		45	Washington
		28	Shamong
P8	500.8625	36	Mount Laurel
		22	Evesham
		25	Medford
		37	Medford Lakes

PUBLIC SAFETY — SOUTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Ken Pehl, 108 E. Centre St., Fredericksburg, Texas 78624.

Hello there! I would imagine that the newsletter staff in California is dancing in the streets because the Public Safety-South Central editor finally broke down and bought a new typewriter ribbon! Well, what can I say, it's only my third ribbon since becoming editor over two years ago. I just thought I would splurge for a new one.

This column is going to be rather short this month due to lack of time. My business work has been a bit heavy this month. The Texas RCMA Convention will be past history by the time this gets into print but at press time it's still coming up, with a few details still waiting to be ironed out. So please bear with me this time.

From Mike (IA-11): Mike, our PS-North Central editor, was going through his FCC microfiche files and spotted the following licenses, which he thought might interest the readers:

Oklahoma, State of:	Police---	861.2125	KNBU 457
		862.2125	"
(Oklahoma City)		863.2125	"
		864.2125	"
		865.2125	"

Thanks, Mike, for taking the time to give us this info. Perhaps some of our readers will know what these frequencies are used for. If anyone does, please let us know.

From Gary, (TX-94): Gary continues to supply us with Texas county radio systems. This month Gary reports on Ellis County (Waxahachie), Shelby County (Center, Tex), Panola County (Carthage), Trinity County (Groveton), and Madison County (Madisonville). Take it away, Gary.

Ellis County

Sheriff Office(KZH 948)

Channel 1 155.835=S.O.Primary dispatch-Waxahachie PD
Channel 2 None at this time
Channels 3 & 4=Normal

Units
1=Sheriff 2=Chief Deputy 3 thru 20=Deputies

Highway Patrol(DPS)
Region 6 District A

6140 thru 6149=Patrol units
6340 thru 6349= " "
6304=Sgt.

Units are Region 6 units but
go thru Dallas most of the time
with radio traffic

Parks & Wildlife(TPW)
Region 2 District 3
Warden=2313

The following Police Departments dispatch their units on S.O.channel 1

Ennis PD(KDF 600) Units 70's,80's,90's
Midlothiah(KZE 525)Units 101 thru 110
Ferris(KZE 526)Units 201 thru 230 -231=Ambulance
Red Oak (WCR 250) Units 301 thru 325
Palmer ( )Units 400 thru 405
Italy (KZE 524)Units 501 thru 505
Milford ( )Units 600's
Maypearl( )Unit 37
? ( )Units 40's
Bardwell( )unit 23

Waxahachie Police Department (KKV 943)
Channel 1 155.835=S.O.Dispatch-W.P.D. patrol units only
Channel 2 154.085=Waxahachie Primary Dispatch

Units 900's

Fire Dept'S

All departments in the county have 46.460(Ellis County Fire Assn.)

Waxahachie 46.340 the other dept's dispatch on 46.460
Midlothian 46.380
Ovilla VFD 46.380

Ennis I.S.D.(WSL 472) 155.160

Shelby County

Sheriff Office
KUZ 820
Ch.1=154.875=S.O.Primary Dispatch,CPD Base & Mobiles(Repeater)
Ch.2=154.845=Center Police Primary Dispatch & Mobiles(Simplex)
Normal Channels 3 & 4

Note: Logansport,LouisianaP.D.Base & Mobiles on Channel 1
Center and Logansport are about 20 miles apart

37.260(KKA 634) Use unknow because to far away to haer low band

Units
201=Sheriff
202=Chief Deputy
203 thru 209=Deputies
214 & 221=Ambulances
211,212,215,216,217,224,225=Wreckers
other units unknow type at this time
J1,J2,J3=Joaquin units

Center Police Department
301=Chief
302 thru 330=Patrol units
Radio call signs for above Channels
Ch.1=KUZ 821
CH.2=WSL 592

Texas Highway Patrol
Region 2 Area B
2464 thru 2469=Patrol units
2646 & 2647=I&W Units
2406=Sgt.

Parks & Wildlife
Region 3 District 2
3205 & 3215=Wardens
3204=Supervisor

Texas Forest Service
Area 3
382 thru 385

Center Fire Department
154.400(KOB 434)
Unit 1=Chief
Units 2 thru 10

Timpson Fire Department
154.415(KSJ 219)

Center Water & Street
45.120(KCI 533)

* * * * * * * * * * * * *

Sheriff Office
KUQ 568

Panola County

CH.1 155.070(Repeater)Primary for both S.C. & Carthage Police Department
S.C. dispatches for CPD
CH.2 none at this time
CPD CH.1 Base Call is KUQ 569

Units
30=CPD Chief
31 thru 39=Patrol units
40=Sheriff
41=Chief Deputy
42 thru 49=Deputies
50's=Type of unit unknow
60's= " " " "
70's=Wreckers
98,99,100=Ambulances

Texas Highway Patrol
Region 1 District 5
1450 thru 1453=Patrol units
1405=Sgt.

Parks & Wildlife
Region 3 District 2
3212 & 3217=Wardens
3204=Supervisor

Trinity County

Sheriff Office(KUZ 822)
CH.1 154.815=S.O.Dispatch & Trinity PD & Groveton PD
CH.2 154.785=Polk County Dispatch channel-Trinity Co. SO units have this freq.-SO Base does not have it
Ch.3 & 4=Normal

37.180=Backup Intercity

Units
400=Sheriff
401=Chief Deputy
402 & 403=Deputies
404=?
405=Groveton PD Chief(I Think)
406=?
407 & 408=Game Wardens(3311 & 3319)Note:use 400'S on the county radio
414,425=Wreckers
415,416=Groveton PD Patrol units
424,440,445=Ambulances
450=Trinity Fire Chief
901=Trinity PD Chief
902,903,904=Patrol units

Public Safety:- South Central continued

DPS Units
2450 & 2451=Patrol units
2405=Sgt.

Apple Springs VFD(WRB 515)46.080
Trinity Memorial Hospital(KKV 499)155.340
SO to
Note: This is very busy due to this county being wet and many clubs being just across the Neches river from Lufkin. Two men from Rusk were killed in fights at those clubs.

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Madison County

SHERIFF Office (KVX 798)
CH.1 154.725=SO.Dispatch & Madisonville PD base also
CH.2 None
CH.3 & 4=Normal

Madisonville PD(KVX 799)

Units

7601=Sheriff
7602=Chief Deputy
7603 thru 7608=Deputies
7620,7623=?
7625=wrecker
201=Madisonville PD Chief
202 thru 210=M.P.D.Patrol units
301=Ambulance

DpS
6370 thru 6373=Patrol units
6307=Sgt.

9118=Game Warden

Madison County Hospital(KUY 606)155.340
(KUY 605)155.235

Note: SO may have a base on one of the above hospital channels

And lastly, Gary provides a roster of state owned/used aircraft by state agency. I thought this might be interesting to have as a reference. This editor does not have the radio calls to each aircraft but it would be interesting to have such a listing. It is believed that the Governor's aircraft is DPS Unit 118, becoming Texas One when the Governor is aboard. Thank you, Gary, for this fine contribution and for your continued support. I just don't know what I'd do without your contributions.

State Aircraft Chart

Below Information From The Texas State Aircraft Pooling Board

No. of planes	Type	State Agency
1	6(Pass.)Cessna	Texas Aeronautics Commision
1	7(Pass.)Cessna	Agriculture Department
1	9(Pass.)King Air	Attorney General
2	10(Pass.)King Air	Comptroller
1	6(Pass.)Beech Baron	Comptroller
1	6(Pass.)Beech Baron	General Land Office
1	Cessna	General Land Office
2	6(Pass.)Cessnas	Human Resources Department
1	10(Pass.)King Air	MHMR
1	4(Pass.)Cessna	Parks & Wildlife
2	6(Pass.)Cessnas	Parks & Wildlife

7	Bell Helicopters	Dept. of Public Safety
6	7(Pass.)Cessnas	Dept. of Public Safety
1	8(Pass.)Cessna	Railroad Commission
1	10(Pass.)King Air	University of Texas System
1	14(Pass.)Gulfstream I	Governor of Texas

Note: Data is for the period Sept.1,1981 through July 15,1982

From Phil, (TX-97): Phil recently paid a visit to the New Orleans, LA area and took along his scanners. Phil made a wonderful effort at some frequency detective work and passes along the following info as a starter article. Phil wishes to have any Louisiana member provide corrections and additions to his notes. (Editor note: I will attempt to use Phil's notes as already typed and provided. However, the copies are a bit dark so they may not reproduce well. We will try it anyway.)

NEW ORLEANS,LOUISIANA POLICE DEPARTMENT

CH.	FREQ.	DESCRIPTION
1	460.025 R	District 1 & 8 dispatch (Downtown area)
2	460.050 R	District 2 dispatch
3	460.100 R	District 3 dispatch- 7 also
4	460.125 R	Dispatch backup and car to car
5	460.200 R	District 4 & 5 dispatch
6	460.225 R	District 6 dispatch (supervisors also?)
7	460.300 R	Tactical, info and citywide
8	460.325 R	Car to car and Special Events
9	460.400 R	SWAT and Internal Affairs divisions
10	460.475 R	Detectives and Investigators-car to car
11	460.425 R	car to car- overflow
12	460.500 R	Phone Patch- N.O.P.D.(some vehicles) (has a morse code ID'er)

Note: Dispatchers do change P.D. district's channels as often as needed; and designate "working channels" when needed for special situations & SWAT,etc. Districts usually tend to be on the above designated chs. most of the time.

Other N.O.P.D.-
155.310 (R or B/M?) Jail division (vehicles mostly)
155.250 (R or B/M?) Unknown use if any- ?
158.850 (R or B/M?) N.O.P.D. paging

More info needed; unknown use if any- N.O.P.D. allocations:
460.525 , 460.550 , 462.950 , 462.975 , 158.910(control)

Note 2: P.D. has tone dispatching of calls (as in most F.D.s) Also uses Signal dispatch codes and 10-codes.

N.O.P.D. Unit numbering:
District units bear the number of their district- basically 3 digit numbers.
EX: patrol units- District 3- 300's (303,334etc.)
District 7- 700's (703,774,721etc.)

other units- 2200- Command post- SWAT
2200's- SWAT & Special operations units
1800's- Ambulance Units-(on P.D. chs.)
These are the only units confirmed by me so far.(more info needed)

The city apparently also dispatches the F.D.-(same dispatchers)
N.O.F.D.- 460.575- Dispatch
460.600- Fireground
460.625- "
154.235, 154.370:Unknown use
453.150-Unknown:possibly IO with Jefferson Parish-?

Public Safety - South Central continued

OTHER-

PORT OF NEW ORLEANS POLICE
CH.A- 154.785 Main dispatch (KJR275)
CH.B- 155.790 Secondary dispatch

Orleans Parish Sheriff-
453.375- paging- possibly dispatch?
155.250- ?unknown use if any
158.910- B/M- exact use unknown
(help needed on above)

Audubon Park Commission-
453.025 (KXC911) paging only monitored-?

Jefferson Parish S.O.-
453.050
453.100
453.150 (these are confirmed ch.s for various districts)
453.200
453.700
The following are licensed but were not monitored-and are most likely in use:
453.300, 453.500, 453.600, 453.900 also-460.275-use?
J.P.S.O. low band freq. are apparently no longer in use:
39.120
39.620
39.220
39.500- possibly still in use as statewide intersystem.

New Orleans Superdome Security-
Ch.1- 453.425 Main ch.
Ch.2- 453.775 Secondary

Acadia Parish S.O.-(Crowley)
453.050- S.O. Dispatch

Kenner P.D.-
453.625-R Dispatch- used DVP scrambling constantly-no voice!

St. Benard Parish S.O.-
453.925 & 453.900- dispatches (also Jefferson Parish)

LSU Medical Center Security-
453.225- Dispatch

Jeff. Parish fire- 453.325- dispatch

Gretna P.D.- 453.350- dispatch

New Orleans Bridge Police Dept.-
453.400- Dispatch
453.675- Secondary
453.750- Maintenance

Airport P.D.- 453.550-R- dispatch

Jefferson Davis Parish-(not to be confused with Jefferson Par.)
155.520- R- Dispatch S.O.

Ascension Parish-S.O.
39.860- Dispatch
39.500- Statewide Intersystem

St.Charles Parish-S.O.
39.680- Dispatch
39.500- Statewide IO
158.790- confirmed-but exact use unknown

Lafayette Parish-S.O.
39.720- Exct use unknown
155.655- Exact use unknown

Public Safety - South Central continued

Lafayette P.D.-
154.770- R- Dispatch
155.190- R- Secondary

Westwego P.D.- 154.725(KWV641)

Sulphur P.D.-
156.210-R (154.710 in.)- Dispatch

State Licenses: (more info requested)

39.280- La State Police- Troop B- New Orleans- dispatch
39.500- " " " F1- Statewide Intersystem
39.300- " " " F2- Dispatch- most Troops-(except N.O.)

39.920- Car to Car- unknown type state units in New Orleans area
39.660- " " " " " " " " " " " "
above two could be state CID possibly?

Note: any additions or corrections would be greatly appreciated, especially for the Louisianna State agencies - such as State Patrol and P & W (Game Warden).

Many, many thanks Phil for the very nice Louisiana area info. Your extensive effort is well appreciated.

And now, before I close for the month, I would like to acknowledge receipt of several magazine clippings, which I will attempt to condense and report on next month, if I get the time to do so. Thanks to Gary, IL-73, for articles on Oklahoma Forestry Conservation and the Dallas-Ft Worth Airport Dept of Public Safety. Until next month, take care.

PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Iowa, Kansas, Missouri, Nebraska, N. Dakota, S. Dakota, and Minnesota:

Michael W. Scheel, RR #1, P.O. Box 221, Walcott, IA 52773

Welcome to another Public Safety-North Central. We will start right off with information about the Iowa Highway Patrol.

Post	Location	Comm. center	Lieut.	Sgt.	Troopers
1	Des Moines	Des Moines	2	4	42
2	Osceloa	"	1	2	22
3	Atlantic	Atlantic	1	4	25
4	Dension	Storm Lake	1	2	19
5	Cherokee	"	1	3	22
6	Spencer	"	1	2	17
7	Ft. Dodge	Cedar Falls	1	2	20
8	Mason City	"	1	3	21
9	Cedar Falls	"	1	3	24
10	Oelwein	"	1	3	22
11	Cedar Rapids	Cedar Rapids	1	4	36
12	Davenport	"	1	4	32
13	Mt. Pleasant	Fairfield	1	3	18
14	Ottumwa	"	1	2	19

IHP Mobile Communications Van

The original van was a semi-trailer tractor rig. Needed because of the size of the low-band transmitters used. As of 1980 the van or vans it is unknown if there are now two. Are now Winnebago type RVs. KFZ833 is the temporary base callletters. The uses two IHP mobile radios as conrol points for the repeaters. It also has base transmitters for 155.370 point to point, 155.430 for car to car channel, and 37.10 for lowband. A telscoping tower is used.

Muscatine County goes DVP (IA)

Muscatine county Sheriff now has DVP security. Code 6 is alert that is used a car or dispatcher wants to use it. All normal radio traffic is unscranbled. It is unknown if only the sheriff has it. They used to have voice inversion. It is on F1-154.830 or F2-155.310b 155.910m.

Clark County Ambulance District (Kahoka,MO)

The District uses 155.940 for paging of crews. There is a pager test rollcall every morning at 0830

Jones County Ambulances List (IA)

A27	Monticello Amb. Svc	F1	155.340	State
A29	Olin Amb. Svc	F2	155.220	Area
A31	Oxford Junction VFD Amb.	F3	154.385	county fire
A33	Wyoming Amb. Svc	F4	155.475	Aid
		F5	154.280	fire-defense

A25 or A35 is the Anamosa ambulance, I have not been able to confirm it.

Indoor Warning System

The counties of Washington and Henry in Iowa. Are using 154.965 for severe weather warning in Schools and Public buildings. Washington is also using it as a paging channel for VFDs, Ambulances, and County Officals

Cedar County (IA)

154.725	154.725	BM F1 Operations
155.250	155.910	BM F2 Information
155.790	154.770	RP F3 LEA
155.475	155.475	BM F4 Aid
155.370		BA Point to Point
155.340	155.340	BM F1 EMS statewide
155.220	155.220	BM F2 EMS area
154.415	154.415	BM F3 Fire-Defense
155.475	155.475	BM F4 AID
154.415	154.415	BM County Fire
	155.850	HH Law enforcement portables

Cedar County Sheriff is the only dispatching point in the county. All law, fire, and EMS agencies in the county goes through the Dispatcher in the County Sheriff Office.

The Car prefix for Cedar County is 16. The Sheriff and each deputy has a car assigned to them. Each Town PD only has one car for each Town.

16-1	Sheriff	16-7	Mechanicsville
16-2	Deputy	16-8	Durant
16-3	Deputy	16-9	Disaster Services
16-4	Deputy	16-10	Stanwood
16-5	Tipton	16-11	Bennett
16-6	Lowden	16-12	West Branch

There is no hospital located in Cedar County. All EMS runs are to hospitals in surrounding counties.

A1	Durant Amb. Svc	A5	Stanwood Amb Svc
A2	"	A6	Bennett FD
A3	Mechanicsville FD	A7	Tipton
A4	Clarence AMb. Svc	A8	Tipton

There is no numbering system for Fire Depts. Bases ID as (town) Fire Base and the equipment ID as (town)(equip. type)

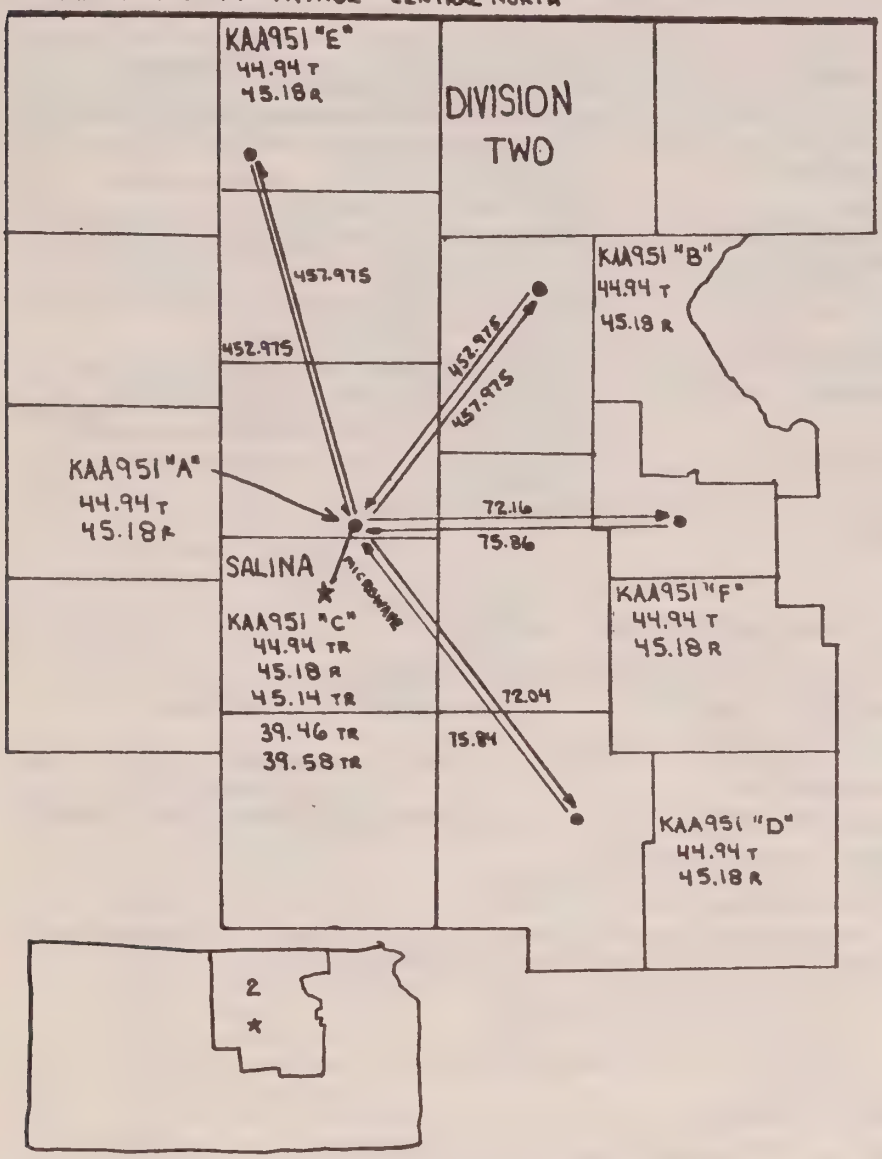
The only School District with a radio system is Lincoln Community School District in Mechanicsville which uses 463.875 on a Shared Business Repeater.

The County Secondary Road Dept. is on 159.000 151.055 RP

The Wilton PD in Muscatine County has Cedar County Sheriff F1 and F2 they ID as 751 to 755.

Here is the third of a series of maps from Audy Barber (KS-014)

KANSAS HIGHWAY PATROL - CENTRAL NORTH



CODES 1 THROUGH 22 NOW USED FOR AUTOMATIC I.P.'s

METROPOLITAN POLICE DEPARTMENT – CITY OF ST. LOUIS
DIGITAL CODES

a **"E" EMERGENCY – OFFICER IN NEED OF AID**

*23 Request Ambulance
*24 Request Cruising Patrol
*25 Traffic Violation
*26 Unoccupied Car Check
*27 Occupied Car Check
*28 Pedestrian Check
29 Building Check
30 Going On Information Channel
31 Going Off Information Channel
*32 Assist a Motorist
*33 High Speed Pursuit (criminal)
*34 High Speed Pursuit (traffic)
*35 Personal Relief
*36 Notification
37 School/Playground Signs Turned
38 Unassigned
39 Foot Patrol
*40 Meals
41 One-Man Car
42 Two Man Car
*43 Bench Warrant Service
44 Unassigned
*45 Public Affairs Activity
46 Unassigned
*47 Prisoner in Custody
*48 Escort
*49 Road Block
50 Unassigned
*51 Detoxification Center
52 Unassigned
53 Unassigned
*54 Victim/Witness in Car
b *55 Emergency (Need to Talk to Dispatcher)
56 Business Interview
*57 Laclede Garage
*58 Radio Repair
*59 Washrack
*60 Bus Patrol
*61 Auto Trouble
*62 City Court
*63 Warrant Office
*64 Prisoner Processing
*65 City Counselor
*66 Preventive Maintenance
*67 Gas
*68 Out-of-Service (Dispatcher action only can put car out of service in the system)
69 Unassigned
*70 Out-of-Service at Station
71 Unassigned
*72 Arrived at Scene
73 In-Service
c 74 Voice Contact with Dispatcher
75 Unassigned
*76 Leaving for Scene - Low Priority
*77 Leaving for Scene - High Priority
*78 Leaving City
79 Miscellaneous (Dispatcher Use Only)

a To be used only for an officer in need of aid.

bTo be used for emergency contact with the dispatcher other than above – ("E" EMERGENCY – OFFICER IN NEED OF AID).

cTo be used for voice contact with dispatcher (e.g. additional information – reclassified coded incidents - returning to service requiring verbal disposition and C.N.

*These codes take a vehicle "out of service" – to return to service in the system a Code 73 must be transmitted.

On codes 30, 31, 41, 42, 76 and 77, wait 7 seconds before clearing. All others must be acknowledged by dispatcher.

MPD Form GEN-171 (R-1) 6/81

METROPOLITAN POLICE DEPARTMENT – CITY OF ST. LOUIS
RADIO DISPOSITION CODES

UNFOUNDED

80 No bona fide incident, but have name of witness.
81 No victim or witness can be found.
82 No such address.
83 Disposition previously submitted on same incident; or disposition to be submitted by a different car. (Indicate reason and radio call letters of car that will give disposition.)

PEACE DISTURBANCE AND COMPLAINT

84 Perpetrator gone on arrival, no arrest or summons, no prosectuion or injury, no City Counselor's Referral Card issued.
85 Peace restored - no arrest or summons, no prosecution or injury, no City Counselor's Referral Card issued.

FIRE

86 Fire - no persons are injured or require medical attention, no explosion or arson expected.
87 False alarm of fire, no arrest, suspect unknown

aOfficer must give code and name and address of victim.

All disposition codes return a vehicle to service.

PROWLER

88 No description of suspect and/or pertinent information.

MISCELLANEOUS HAZARD

89 Other agency notified, no persons are injured or require medical attention, public health or safety not impaired.

MISCELLANEOUS INCIDENT

90 Sick Case – Not police personnel, no poison case, death not apparent, no suspicious circumstances.
a91 Accidental Injury – Accidental injury on private property and/or from another jurisdiction, not police personnel, death not apparent, no suspicious circumstances.
92 Suspicious: Person/Auto/Occupant of Auto – Person - can account for his presence. Auto - not stolen or wanted.
93 Call for Police – no police service necessary.
94 Alarm Sounding – activated alarm. Burglary Alarm - no entrance attempt evident. Holdoup Alarm - alarm set off accidentally.
95 Non-criminal incident, no written report required, no other code provided.
96 Domestic Disturbance - no arrest, Crisis Intervention on scene.
97 Domestic Disturbance – peace restored, Crisis Intervention Referral Card issued.
98 Sudden Death – no report.

Sioux Falls Area (Rudy Brockmueller SD-003)

Sioux Falls Police went to uhf radios last summer.

460.125 Ch 1 general traffic
460.225 Ch 2 mutual aid
460.325 ch 3 Information
460.425 Ch 4 Detectives
460.535 Ch 5 Administration
460.025 Minnehaha County Sheriff

154.965R SF Parks Dept
154.415R Minehaha county rural fire depts
151.025R Minehaha County Road Maint.

South Dakota Highway Patrol (Rudy SD-003)

Individual Officers of the State Patrol are IDed by the numbers 01-185. Their cars have the number on the license plate.

HP-100 District One Office in Aberdeen
HP-200 District Two Office in Sioux Falls
HP-300 District Three Office in Rapid City
HP-400 Governor Securtiy
HP-500 State Patrol Aircraft

MC units in the 20 to 35 number range are portable or stationary weigh scales.

South Dakota Highway Dept. (Rudy SD-003)

154.115 155.145 RP
154.025
154.100 state highway in other part SD

SD State Patrol additional (Rudy SD-003)

Parker State Radio is now able to transmit on channel 4(39.24) in the Sioux Falls Area during those times when the Sioux Falls Office is out of service. This is usually late night and on weekends. This is done by some sort of remote hookup probably telephone lines.

St. Louis Metropolitan Police Department

Back in the Feb/Mar 1980 column David MO-009 did a article on the St. Louis Met. PD. Now Leonard Jones (mO-080) has some information to update it. It is seems that Flair System may be deactivated, because of expenses of the system.

Regis NCIC building in St. Louis
DOR Dept of Revenue
Mules Missouri Unified Law Enforcement Services
ETU Evidence Technican unit

Below is the currant Digital Codes and Radio Disposition codes

RAMSEY COUNTY SHERIFF'S DEPARTMENT

The Ramsey County Sheriff's Department is headquartered at 14 West Kellogg Boulevard in St. Paul, this includes administrative offices, the adult detention center, civil, and warrant divisions. The jail annex for booking following initial arrests is located at 101 East 10 th Street at the St. Paul Police Department. Patrol, investigations, and communications are located at 3401 Rice Street in Shoreview. Most of the patrol vehicles of the RCSD are brown Suburbans with Motorola VHF and UHF radios channelled as follows:

	VHF			UHF	
F-1	154.710/155.625	Main	F-1	465.325/460.325	Information
F-2	154.770/154.770	Car-to-car	F-2	465.125/460.125	Ramsey Co-op
F-3	154.220/154.220	Fire	F-3	460.125/460.125	Co-op simplex
F-4	155.475/155.475	Statewide	F-4	465.275/460.275	Metro Emerg.

In addition to the standard Minnesota 10 Codes (see RCMA 5-82 p. 51), Ramsey County uses the following 10 codes for ALERT (warrant) checks:

10-80 No record or clear warrant.
10-81 Misdemeanor warrant, not nightcapped.
10-83 Misdemeanor warrant, nightcapped.
10-89 Felony warrant.
10-92 Felony pick-up - no warrant issued.
10-95 Known to have been armed.
10-97 Known toresist arrest or to be dangerous.

The following dispositional codes are also used:

IN SERVICE CODE LIST

CODE	MEANING
1.	Crime Investigation Report to follow (crimes against person or property).
2.	Crime Investigation Report/Arrest Report to follow.
3.	Motor Vehicle Accident Report to follow.
4.	Motor Vehicle Accident/Arrest Report to follow.
5.	General Report/Field Information Card to follow.
6.	General Report/Arrest Report to follow (General Report with a resulting arrest, i.e. traffic, etc.).
7.	Towed Vehicle Report.
8.	Missing persons Report.
9.	Casualty Report.
10.	Supplemental Report to follow (any supplemental).
11.	Unable to locate complainant, victim, or vehicle.
12.	Defective alarm, property secure.
13.	Referred to another jurisdiction.
14.	Civil case, no police action required.
15.	Service Bureau or Public Utility notified (by squad or dispatch).
16.	Suspicious person or vehicle checked, all OK.
17.	Subjects agreed to desist/disperse.
18.	Gone on Arrival, no cause, or reported condition apparently never existed.
19.	Assisted another - no report to follow.
20.	Request Personal
21.	Request Lunch.
22.	Complainant does not wish to file a report.
23.	Domestic matter - mutually adjusted.
24.	Grass fire.
25.	Structure fire.
26.	Cancelled by the Dispatcher (not to be used by Field Personnel).
28.	Transport - no report.

The following is a general overview of the unit numbering system:

2100 - Ramsey County Special Deputies
2200 - White Bear Township Constables
2400 - Ramsey County Admin. Personnel
2420 - Ramsey County SD Civil Div.
2430 - Ramsey Co. SD Warrant Div.
2500 - Roseville Police
2600 - New Brighton Police
2700 - Moundsview Police

That is it for this month. 73 -30-

PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Scott Lowry, 115 S. Chestnut Dr., Streamwood, IL 90283

Welcome to the Public Safety-Great Lakes column! I'm your new editor, Scott Lowry. Brandt has gone on to his first love, the Business, Etc. column. I hope that I can fill the shoes of the capable editors who preceded me.

First a little bit about me and then we'll get into the good stuff. I'm 26 years old, single, and a Firefighter/Paramedic with the Hanover Park Fire Dept. In the past I have been a telecommunicator (fancy name for dispatcher) for Northwest Central Dispatch in Arlington Heights, Il, and also a technician at Electronic Repair Centers, Inc. (your friendly nieghborhood Bearcat fixers).

My monitoring equipment consists of a BC250, BC220, BC100, Realistic Dx-160, Ace AR-22, Motorola Minitor pager, Plectron R716 monitor, and various other junk in several stages of disrepair. My listening interests are quite varied (another way of saying I'll listen to anything!).

Well, enough about me, let's get down to business, or Public Safety as the case may be.

Here's some material that was tossed around at the April meeting of the Chicago Chapter:

Milwaukee, WI Police Dept: 453.800 New Data Channel
Lake Co (Il) Sheriff: 154.710 Car-to-Car (I wonder what Edward 99 has to say about that?)
Hoffman Estates, Il Police and Fire Depts are now 800 MHZ - I don't have the frequencies yet, but I'm working on it.
Ill State Police - Oakbrook (Dist 15): The tollway troopers are now completely switched over to the 800 MHZ system. The old 453 system is completely off the air.

Here is the first of four installments on Northwest Central Dispatch.

Northwest Central Dispatch is a quasi-governmental agency that serves the towns of Arlington Heights, Buffalo Grove, Elk Grove Village, and Mount Prospect. The total population of the towns is approximately 170,000 people, which means Central handles over 100,000 calls for assistance annually..

Central uses two police and one fire frequencies:

Police Depts
F1 - 470.4375 (MP & EGV Units)
F2 - 470.3625 (AH & BG Units)

Fire Depts
154.205 All Depts.
154.980 Elk Grove Administrative

This month I'll show you the numbering system and beat map for Arlington Heights. Then I'm going to put a lid on it for this time; I won't have room for anything else. If you are ever in the Chicago area, be sure to stop by at one of our Chapter meetings. There is quite a bit of info given out and visitors are always welcome. See ya later!

Scott IL-179

ARLINGTON HEIGHTS POLICE DEPT UNIT NUMBERING PLAN

1195 Patrol Leut.	1120 All-Area Cover Car
1190,1191 Patrol Sergents	1122 North Cover Car
1102,1104,1106,1108,	1123 South Cover Car
1112,1114,1116 Beat Cars	1290 Traffic Sergent

Public Safety - Great Lakes continued

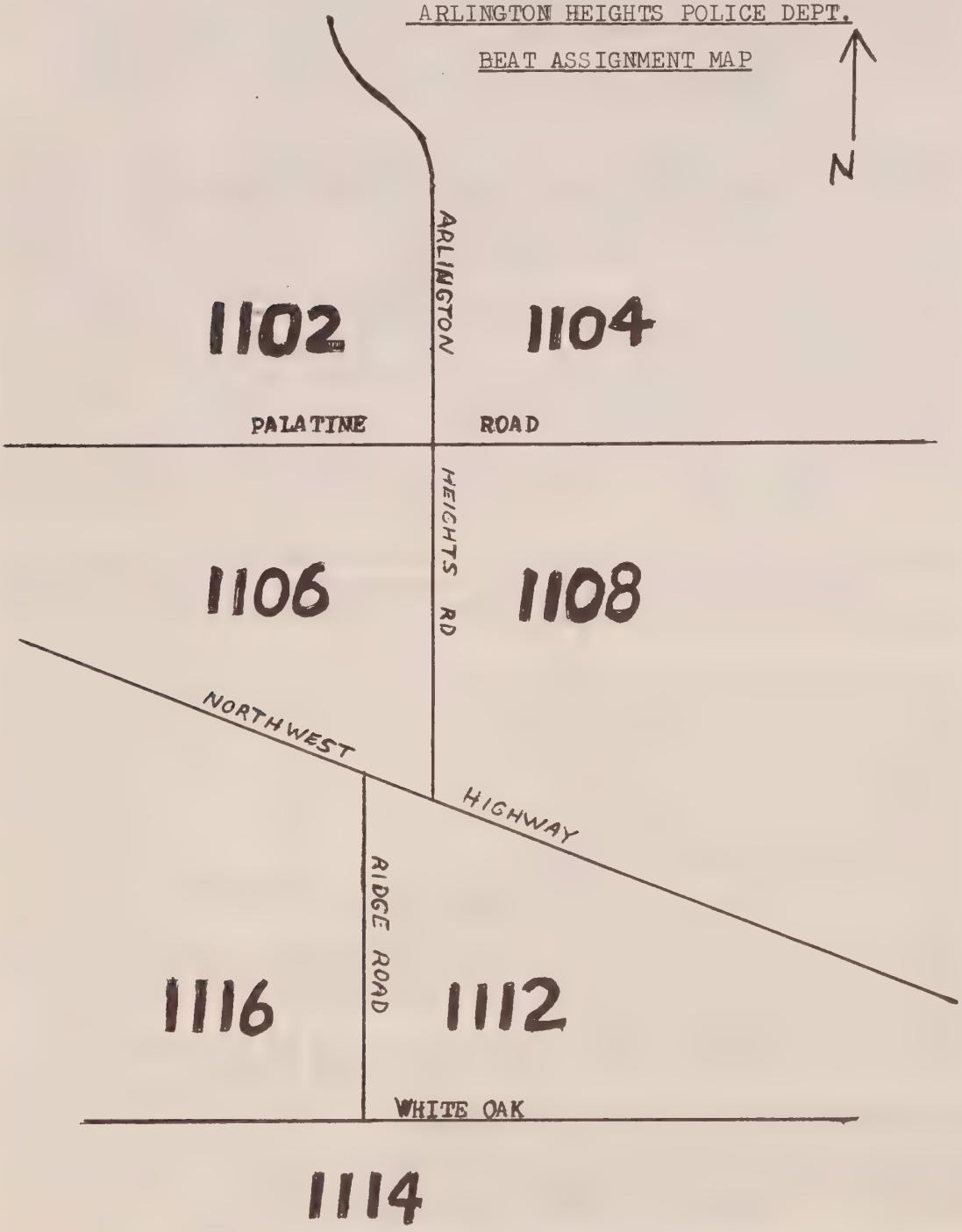
1203,1205,1207,
1209,1211,1213 Traffic Units
1201 Overweight Detail
1300 Series Power Shift Units
1400 Series Investigators
1501 All-Area Cadet
1502 Animal Control Officer
1503 North Cadet
1505 South Cadet
1600 Desk Officer
1690 Technical Services Officer
1700 Series Special Assignment Units
1800 Series Juv. Officers
1900 Series Administrative Units
1999 Chief of Police

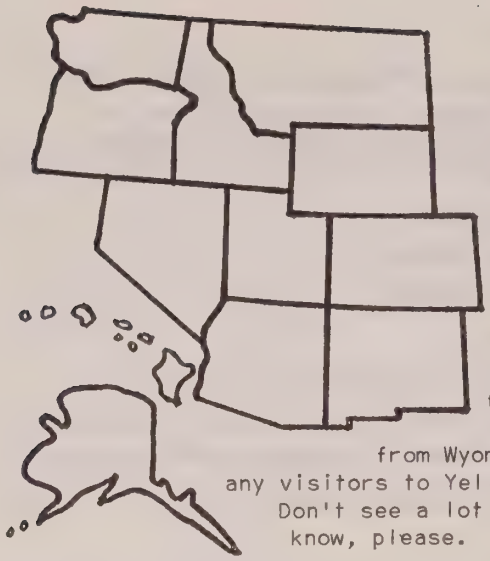
ARLINGTON HEIGHTS FIRE DEPT NUMBERING PLAN

400 Fire Chief
401 Deputy Chief
402-406 Captains
407,408,461,
471,481,491 Leutenants
409 Fire Marshall
480,490 Series Firefighter/Paramedics
490 Fire Ground Commander

ARLINGTON HEIGHTS POLICE DEPT.

BEAT ASSIGNMENT MAP





PUBLIC SAFETY WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to:

George N. Hoggatt
17473 E. 16th Dr.
Aurora, CO 80011

* * * * * * * * * * * * * * * * * *

Ah, July, real summer and vacation time. Don't forget the scanner and be sure and mail me a list of what you heard. We never seem to hear from Wyoming so any one that uses Interstate 80 or any visitors to Yellowstone be sure and let us know whats in use. Don't see a lot from New Mexico either. So someone let us know, please.

K A U A I, H A W A I I (Robert Schmulian [CA-SC-021])

155.850 P.D. (covers the whole island)
154.755 P.D. repeater input
155.760 Public Works/Fire
453.400 Ambulance

G L E N D A L E, A R I Z O N A [Steve Griffin (CA-KE-008)]

155.190 Fire Dispatch (notes 1 and 2) Phoenix, Glendale, Scottsdale
154.250 Phoenix FD Fireground (note 1)
155.070 Phoenix FD medical tactical (note 1)
154.310 Glendale FD fireground/medical (note 1)
156.210 Glendale PD dispatch
155.670 Glendale PD tactical/info/secondary dispatch
460.050 Maricopa Sheriff west dispatch
460.100 Maricopa Sheriff west chase
460.325 Arizona Department of Public Safety Highway Patrol on I-17
47.580 Sun City Posse - Maricopa Sheriff
464.250 Air Evac (paramedic copter dispatch)

NOTE 1: All Phoenix and Glendale fire units have these frequencies and respond as primary units into each others city according to the dispatch plan.

NOTE 2: Phoenix FD dispatches for all three cities.

K I N G C O U N T Y, W A S H I N G T O N [Ron Murray (WA-??? ex.CA-VE-013)]

I would like to submit some corrections to the data that was printed in the newsletter, April 83, page 59. The new info is for station locations.

King County Fire District 39 - Federal Way

Station 1 - 3203 So.360th St.
Station 2 - 31617 1st. Ave. So.
Station 3 - 33414 21st. S.W.
Station 4 - 31132 28th Ave.So.
Station 5 - 4966 So.298th.
Station 6 - 27010 15th Ave.So.
Station 7 - CLOSED(3640 so.272nd.)
Station 8 - 1405 S.W.312th (training/vehicle maintenance facilty, only,not staffed by firefighters)

The fire alarm office/dispatch center is located at station 2. They also contract for services with Fire District 44(154.280), King County Medics 4 and 8, Fire District 2(154.415) and King County Water District 124.
Future plans call for a new station to be built at So.320th & 34th So. This station will replace the existing station 4.

KING COUNTY POLICE(SHERIFF)UNIT NUMBERING

First digit - a number 1,2 or 3 indicating the shift.
Second digit- a letter,indicating the sector.
Third digit - a number or numbers indicating the district

within the sector.

Examples of possible combinations:

2-FRANK-Ø -a master police officer(equivalent to corporal) indicated by the "Ø".

3-GEORGE-6Ø -a master police officer assigned to district 6 of the "G" sector.

2-NORA -patrol sergeant of the "N" sector.

2-FRANK-89 -patrol unit assigned to cover two districts.

1-ADAM-55 -a second patrol unit covering district 5. (two cars,same district)

The above examples are for patrol units. Administrative units can be identified by the call sign "CAR-xx" where the xx is a two digit number. Detectives and other support units can be identified by the call sign "CAR-xxx" where the xxx is a three digit number. If you have a copy of the POLICE AND FIRE FREQUENCY LISTING published locally by Bob Gehri, you will find a fairly accurate listing of all the unit numbers. I would like to add the following, which is not included in that list:

130 series - Precinct 3 detectives,property crimes
230 series - Precinct 3 detectives,person crimes
DAVID units- Precinct 2 unmarked special operations
HENRY units- Precinct 3 " " "
PAUL units - Precinct 4 " " "
SAM units - countywide,Traffic Operations units

BASE	MOBILE	TYPE	REMARKS
153.755	154.650	repeater	OES-F1 see King County MARS below
154.965	153.995	repeater	OES-F2 possibly King County Police TAC-2
155.430	158.970	repeater	Animal Control
453.350	458.350	repeater	King County MARS
460.550	465.550	repeater	King County MARS

KING COUNTY MARS (Mutual Aid Radio System)

The three frequencies listed above are a crossband system whereby a transmission on one channel is simulcast on all three. This allows units of a VHF high band system to communicate with units on the UHF 453 and|or UHF 460 bands or visaversa. Indeed any unit can communicate with any other without installing a second and third radios (a VHF radio cannot transmit or receive either UHF band and a UHF radio is restricted to the 453 mhz band or the 460 mhz band, although some new radios can cover both bands). The King County Police units use 460.550 as TAC-2 (however see above). Listen for other county traffic 154.965 in the mountain areas.

155.370 155.370 base|mobile L.E.R.N. (Law Enforcement Radio Net)

This is a radio system designed to provide communications for any agency to any agency within the state. The major traffic (in Ron's area) seems to be Washington State Patrol units to King County Units.

Ron received a phamphlet from the King County Fire Marshall listing all fire districts. Hewhas listed them with the frequencies when known.

NO.	NAME	FREQ.	NO.	NAME	
1	Duwamish	154.070	31	Auburn	154.070
2	Burien	154.415	34	Redmond	154.400
4	Shoreline		35	Carnation	
5	Seattle	453.600	36	Woodinville	
		453.700	37	Kent	154.070
		453.800	38	North-Snoqualmie	
10	Issaquah	154.190	38	South-Northbend	154.190
11	White Center	154.415	39	Federal Way	153.950
13	Vashon Island	154.250	40	Spring Glen	154.070
14	Bellevue	460.625	41	Kirkland	154.400
16	Kenmore		42	Bothell	154.400
17	Black Diamond		43	Maple Valley	154.070
18	Foster		44	Lea Hill	154.280
20	Skyway-BrynMawr	154.070	45	Duvall	
24	McMicken Hts/Angle Lake		46	Neuwaukum	154.070
25	East Renton	154.250	47	Palmer/Selleck	154.070
26	Des Moines	154.250	49	Snoqualmie Pass	
27	Fall City		50	Skykomish	
28	Enumclaw				

MERCER ISLAND FD

Pacific FD	154.070	Bothell FD	154.400
Kirkland FD	154.400	Renton FD	154.070
Tukwila FD	154.070	Boeing FD	154.340
King County International Airport (Boeing Field)			155.805
Sea-TAC Airport FD	453.300		

K I T S A P C O U N T Y, W A S H I N G T O N [Ron Murray again]

BASE	MOBILE	TYPE	REMARKS
158.880	153.920	repeater	County "CEN-COMM" F1
158.880	158.880	simplex	County "CEN-COMM" F2
155.775	154.980	repeater	County "CEN-COMM" City

Call Signs:

WAX640	CEN-COMM (Bremerton)	158.880
KQN45	Port Orchard PD	158.880
KON796	County Desk(Gorst)	158.880
	CEN-COMM (Bremerton)	155.775

Unit numbers:

1 thru 99	Kitsap County Sheriff
100 Series	unknown (158.880)
200 Series	unknown (158.880)
300 Series	unknown (158.880)
400 Series	Bremerton PD (155.775)
500 Series	none heard
600 Series	Poulsbo PD (158.880)
700 Series	Port Orchard PD (158.880)
800 Series	unknown (158.880)
900 Series	unknown (158.880)

Radio Codes:

Code 1 - clear
2 - Busy, out of unit
3 - Out at station/enroute to station
15 - unknown (possibly "any traffic for this unit?")
20 - Call by phone
22 - unknown
23 - Meet with officer
25 - Advise location
41 - unknown
42 - Vehicle stop
43 - D.O.L. check (drivers license status)
44 - Request Vehicle Registration information
45 - Check for local warrents/wants
88 - unknown

As you can see, the unit numbers and codes are a partial list that Ron has been able to decipher from off the air. If any body can add to or correct this list, please do so.

CEN-COMM also dispatches county fire districts on 154.370

W A S H I N G T O N S T A T E P A T R O L [Ron Murray once more]

Outside agencies and misc. info for units dispatched by the Washington State Patrol:

155.475 Aero units (one Seattle unit is 876
155.970 "GAMExxx" Department of Game
"FISHERIESxxx" Department of Fisheries
"Jxxx" Utilities and Transportation Commission
"XRAYxxx" units communications technicans can be found on any state frequency
"X800" series units Weight Control/Vehicle Inspection. Usually found on area Dispatch frequency

WASHINGTON STATE PATROL NOTES

Seattle area members should listen for "AIR-3",a Cessna 182 with a tail number of 6374-N on 155.970. This fixed wing craft can often be heard with a team of mobile units working freeway speed enforcement.
Speaking of 155.970, this frequency is or was to be used in a repeater mode with an input of 158.790. It is still being used

simplex and to further confuse things I have monitored simplex useage of 158.790 also,mostly by Game Dept. units and some two tone paging. It also seems that more state patrol units are using 155.370 (L.E.R.N.) with a decrease in traffic on 155.475 (N.L.E.E.C.). Cowlitz County still utilizes 155.370 as a dispatch frequency.

MISC. W A S H I N G T O N [guess who - Ron Murray]

BASE	MOBILE	TYPE	REMARKS
154.785	154.785	base-mobile	Issaquan PD dispatch
155.880	155.880	base-mobile	Enumclaw FD (station 20) dispatch
156.120	156.120	base-mobile	Washington Department of Transportation
155.640	154.710	repeater	Pierce County Sheriff dispatch
156.150	155.070	repeater	Kittitas County Sheriff dispatch
155.550	154.800	repeater	Thurston County Sheriff dispatch

D E N V E R, C O L O R A D O [Joyce Madden (CO-032), the editor and others]

Shortly after 4am on Easter morning, a Denver and Rio Grande (D&RG) freight train came apart and the draw bar from one car punched a hole in a tank car containing 20,000 gallons of nitric acid. The accident occured in the D&RG yards at the intersection of Interstate highways 25 and 70 in northwest Denver. Fortunatly it was Sunday morning so traffic was light (this intersection handles up to 100,000 cars on a busy rush hour). Fortunatly, no one was seriously injured. All in all an excellent test of Denver's emergency response system,

Like Joyce, I was listening in my sleep, and for a while it worked into my dreams, but eventually I woke up and spent several hours doing very interesting monitoring.

In addition to Joyce's frequencies, the following were monitored:

154.280 FERN intersystem coordination
460.550 Adams County Fire 2 North Washington FPD adjacent to the spill
154.400 Aurora Fire - Mutual aid provided
453.150 Arvada FPD - mutual aid provided
453.550 same
160.920 D&RG Road channel (ch. 1)
161.490 D&RG Yard channel (Ch. 2)
146.940 Denver amateur weather net - provided wind data info in cooperation with the Weather Service
147.300 Denver amateur Civil Defense net
147.330 Denver ARES net

Easter, 1983
4:30 a.m.

I was dreaming they were evacuating Denver; some unbelievable catastrophe had happened....the police and fire people were shouting, using bullhorns to warn the people of a potential hazard.

The sky in West Denver was orange, the wind was blowing to the northwest, shifting to the northeast. A spring storm was brewing, and the wind was to shift to the southeast.

I had my Bearcat 20/20 tuned in, using earphones so I wouldn't disturb my husband. I woke up. It was not a dream.

Quickly I went into the other room, turned on my Radio Shack Pro-2002, to scan to see what was going on and what channels to listen to. Went back and got the BC 20/20 and picked up the Radio Shack Patrolman CB-60. Now I was set for the day to listen to the following channels for complete coverage.

154.310 Denver Fire, Channel 1
155.955 Denver Fire, Channel 3
453.100 Denver Police, District 1 where the evacuating teams were assembling and notifying people
453.900 Denver Police, Channel 8, Emergency Prepardness
450.187 TV Channel 4 mobile units
450.250 KIMM Radio mobile units

Public Safety - West continued
450.050 KHOW Radio mobile units
123.400 Media airtraffic airband

Thousands of people in the northwest section of Denver were evacuated, due to the rupture of a tanker in the Denver railyards containing Nitric acid. These people were taken to churches, hospitals and other large lodging places. There were no serious injuries, but a lot of inconvenience. The people were kept from their homes until about 4:00 pm that same day. The fire department finally put a neutralizing agent on the spill and was able to contain the orange hazardous material from spreading more into the atmosphere. To make the day more fun for all the people, Denver had a blizzard later that day.

This was an exciting day for scanning, a day you wished you had 6 ears and 7 scanners. I have since gotten the BC100.. a great machine.

PUBLIC SAFETY - CALIFORNIA

Send Public Safety and Special Emergency frequencies, radio system details and questions to:

Public Safety, California, P.O. Box 3962, Santa Fe Springs, CA 90670-1962

JULY 1983 PUBLIC SAFETY CALIFORNIA

During a recent (3-18) RCMA meeting, a certain member brought a CHP Mustang. On 4-25 the Mustang was involved in the pursuit with our RCMA member driving. "I entered the Santa Ana freeway N/B from Artesia and saw a vehicle pass me at about 80 mph with a Fullerton PD unit ¼ mile behind it with lights and siren. The occupants of the vehicle were wanted for grand theft and the PD unit could not keep up with them. The Mustang hardly revved up at a mere 95 mph in fourth gear and stayed right with the suspects for eight miles when the pursuit fell onto surface streets in Pico Rivera where Sheriff units were standing by. The helicopter hovered over the area lighting the way until the suspect vehicle was cornered by so many police cars that it stopped and the suspects were taken into custody."

LAPD has relinquished most of its vhf high band freqs. Put together is a list of those and how they're used now.

155.07 MDT LAPD
159.03 MDT LAPD
154.95 Monterey Park PD input to 155.565
155.58 MDT LAPD
155.535 unknown
154.995 surveillance LAPD TAC 3
159.15 MDT LAPD
154.965 unknown
155.37 unknown
155.415 Monterey Park PD P2
155.52 MDT LAPD

Retained VHF freqs.

x155.07/159.15 DATA-MDT Central Bureau
x155.52/159.18 DATA-MDT South "
x155.58/159.03 DATA-MDT Valley "
155.01/158.865 DATA-MDT West "
155.19/158.91 DATA-MDT City-Wide

x=in service as of 4-27-83

Public Safety - California continued

155.55	unknown
154.89	unknown
155.01	MDT LAPD
159.18	MDT LAPD
155.19	MDT LAPD
158.91	MDT LAPD
158.865	MDT LAPD (simulcasting with ROVER 6 506.8125)

Anonymous; 453.25, San Bernardino Co. Sheriff licensed freq, had very little activity. In response to your request, the only traffic heard was a brief exchange between administrative units out of the Yucaipa substation. Can anybody advise of the freq used by Rancho Cucamonga City including public works/street maintenance depts? Also, does anyone know the unit ID # for the new mini-pumper (pickup with dual hose reels) stationed at Upland's station # 1? #1981?

From MICHAEL (IA-011): While ficheing through FCC microfiche, I spotted the listings for California, State of.

PO	855.4875 PH &	856.7375	858.7375 859.9875
	855.7125 PL	856.9875	858.9875 860.2375
	855.7375	857.7375	859.2375 860.7375
	855.9625	857.9875	859.7375 860.9875

Last month L.A. CO. Youth and Gang services was reported on 807.3125. Correct freq is 852.3125. 807.3125 is the input freq to the repeater.

From JOHN (CA-OR-235); is a report from news articles that the Orange Co. Fire Dept. will receive a new high frequency radio system costing $4.5 million. This is after county supervisors ordered county staff members to replace the low band radio system used since 1948. It is about 200 percent over capacity and is often interrupted by outside radio signals, weather, static, and quartz clocks in cars. Santa Ana winds, which can spark wildfires , also disrupt the fire radios. During the right atmospheric conditions, local broadcasts are overridden by fire radio transmissions from distant cities. The county received permission from the FCC last year to use the higher freqs, (possibly 800 mhz, not mentioned in the article, but reported in this column a few months ago) but must establish a working system by the end of 1987 in order to claim the channels.

These last three paragraphs sure demonstrate a need for a receiver capable of 800 mhz reception.

From MARK (CA-LA-512) is an article from news articles that L.A. Co. supervisors have approved a $750,000 contract with System Development Corp. of Santa Monica to help unclog the sheriff's radio system. The action permits the SO to prepare bids proposals for a future $25 million improvement program to equip patrol cars with CRT terminals, and to provide hand held radios. Sheriff Block said that no expansion has occurred since 1975 and that population, increase in the crime rate and the addition of four new substations over the past few years have all contributed to overloading the radio channels.

From RENÉ (CA-SC-018) advises that the new Police Call shows that the CHP has two new freqs on 42.36 and42.62. A new northern Cal. government radio system directory just published shows the new CHP freqs and that CYA Transport Units, Parole Units and ABC are using CHP blue and CHP purple.

From RICHARD (CA-SF-002) recommends a new frequency directory for the SF Bay Area, covering 12 counties and full coverage of California State Agencies and U.S. Government radio systems. It's called GOVERNMENT RADIO SYSTEMS. The greatest strength of the book is that it details usage for each frequency -- it's not simply a collection of numbers. As the editor of a similar book for the New York Metropolitan area, I know what it involves to put such a book together, and I can heartily recommend this one to everyone interest in Bay Area frequencies. ed

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From JERROLD (OHIO - 15) is an article from the EMS magazine covering the Life Flight helicopter (155.40). Jerrold is President of All Ohio Scanner Club.

Life Flight Southern California is an air-borne emergency care unit dedicated to the care and transport of the critically ill or injured patient. Operating 24 hours a day, 365 days a years, the Life Flight helicopter is airborne within three to five minutes of receiving a request. The Life Flight Southern California helicopter is capable of carrying two stretcher patients or one neonatal Isolette. The flight crew consists of an experienced pilot and a critical care-trained Flight Nurse. The equipment on board is similar to that carried on other prehospital care units and is entirely portable; jump case, drug case, Pediatric case, "E" Cylinders/valves, Life Pak 5, suction unit, IV controller, M.A.S.T. suits (peds/adult), scoop stretcher, Klippel splint, equipment pouch, OB case.

The communications Center is the hub of Life Flight activity. Once the helicopter is in flight the Communications Center acts as an umbilical cord, constantly relaying necessary information.

Of utmost importance to our operations is our 60 watt base station located on the top of Mt. Wilson in the Angeles National Forest. Tied into this base station and located in the Comm. Center is a phone patch which allows any phone anywhere to communicate with the helicopter. At the other end of the spectrum, on the helicopter, is the Wulfsberg radio. This multi-channel radio allows the flight crew to communicate with the various EMS, fire, and police agencies Life Flight serves. The 15 most frequently used channels can be preset and activated by the touch of a button. In addittion to our base station, an antenna on the roof of Memorial Hospital of Long Beach enables transmissions via a Unicom radio. Life Flight is also tied into the Hospital Emergency Administrative Radio (HEAR). Two additional mediacal radios, a UHF and a low band VHF, complete the medical system on board the aircraft.

In order to keep problems to a minimum, Life Flight Southern Calif. has an ongoing equipment checks of its radio systems and encourages a working interaction between the Communications Technicians and the flight crew. We think that hospital-based helicopter programs are part of the future of EMS. (Condensed from an article by Nina Merrill, Director of Life Flight Southern California, Long Beach, Calif.)

Reference the new freq directory for the Bay Area, it's published by Mobile Radio Resources, 2662 Carol Drive, San Jose CA 95125 ($15.00).

From MILT (CA-SD-025) is a news article from the L.A. Times 3-31-83 San Diego edition. An international communications scramble that has disrupted important police radio traffic on both sides of the U.S.-Mexican border for more two months might be over. The problem arose in late January after the Mexican Federal Highway Patrol installed a new, more powerful radio repeater on a hill about 20 miles south of Tecate, Mexico. Although the repeater did help Mexican dispatchers it caused communication problems for San Diego and El Cajon Police, both of whom have radio freqs nearly identical to the Mexico Highway Patrol. When Mexican and San Diego patrolmen broadcast to their respective dispatchers at the same time, San Diego dispatchers couldn't hear their patrolmen. The problem repeated itself when El Cajon officers talked. In Mexico, their transmission were blocked out too. El Cajon's primary freq was tied up as well as San Diego's inquiry channel. Suspecting the Mexican repeater was at fault, officials contacted the Mexican highway patrol and got them to temporarily turn off the device so as to not overburden the San Diego police freqs during Queen Elizabeth's visit in late February. Officials hoped the prob was solved this week when they loaned the Mexicans and the El Cajon Police Dept. special antennas to prevent the Mexican repeater from picking up police signals from So. Calif. Meanwhile, Mexican officials are considering moving its repeater farther south.

In a letter to the editor, Robert Light, President So. Cal. Broadcasters Assn., he relates that local broadcasters are prepared to act in the event of a major local catastophe, especially in the Los Angeles County area. Thus far, 20 L.A. radio and 7 television stations

have installed special equipment designed to receive via short wave, a signal from Air Quality Management District Control. AQMD has transmitters on three different mountaintops, so that the likelihood of uninterrupted transmission is virtually 100%. Each station has on hand both taped and live announcements to be used immediately after a major earthquake or equally devastating disaster, alerting the public regarding various preventive measures to be taken and to help the resulting panic. This information will be fed by all available means-telephone and shortwave- from the 83 cities in the county, plus 19 sheriff substations. From the fortress type structure on Eastern Ave., the sheriff's radio center, the info will be fed to the AQMD transmitter as it arrives. Before dissemination, it will be clarified and collated by a team of professional broadcasters. Arrangements have been made for this team to be picked up by helicopter from various points and immediately transported to the control center.
There is a spirit of community concern and cooperation that cannot be found anywhere else.

From DAVID (CA-SF-025): San Francisco gets the Democratic Convention next year. This is a SCANNERS PARADISE. I think you should publish a Convention Special next year listing SFPD, news media, CHP, etc. One week of mania. As time gets closer some members might know what Security companies are getting the contracts.
Maybe you might mention in the column data on depts. that haven't been covered in the past to enrich the PS CA column (especially Fish and Game, State Parks, identifiers, codes).
I bought a Bearcat 250 to add to my collection of a Pro-2002 and BC-100. Radio Shack has better senstivity and greater frequency range but the 250 has the counter and the price is right.

The Monterey Park, Calif. Police Dept. is currently evaluating the use of ultralight aircraft in police operations. The primary reason for considering the ultralight is its cost-effectiveness when compared to the helicopter. Members of the police depts. research team selected the "Double Eagle" and "Eagle XL" manufactured by American Aerolights Inc. for the Monterey Park program. The ultralight weighs 205 lbs., has a 36 ft wing span, is 10 feet high, 14 feet long and rests on a three wheel tricycle type landing gear. It is powered by a 35 horsepower two-cycle air-cooled Cuyana engine, combined with a 36-inch propeller mounted on the back of the main wing. Take off speed is 23 to 27 mph and the ultralight cruises at 30 to 35 mph with a maximum speed of 55 mph. The pilot sits in a bucket seat, with a joy stick on the right side of the seat, throttle on the left, and standard rudder pedals. Monterey Park has a land area of 7.7 square miles, and at 35 mph the aircraft can respond to any point in the city in less than 2.5 minutes and on the average in about 45 seconds.
The basic function of an "ultralight patrol" is aerial surveillance and support for ground activities. The craft is most effective in deterring street crimes and is useful for traffic control and disaster response, and can obtain immediate info about fires, natural disasters, and traffic problems long before car ground units.
The Monterey Park Police Dept. is comprised of 68 sworn officers, 65 reserve officers, and 36 civilian personnel. The dept provides 6 to 12 patrol units in the field and is supplemented by a special crime impact team that concentrates on specific crime problems, three canine units and a twelve-man Investigations Bureau. F1 155.565, F2 155.415.

From DAVID (CA-SF-025)

SACRAMENTO FIRE DEPARTMENT

PRIMARY CHANNEL: 153.8900 FIREGROUND CHANNEL: 153.9500

STATION 1	ENGINE 1	TRUCK 1 (150' PLATFORM)	
STATION 2	ENGINE 2		
STATION 3	FUTURE STATION		
STATION 4	ENGINE 4		
STATION 5	ENGINE 5	TRUCK 5	LIGHT PLANT 5
STATION 6	ENGINE 6	TRUCK 6 (150')	LIGHT PLANT 6

STATION 7	ENGINE 7		
STATION 8	ENGINE 8	TRUCK 8 (90' PLATFORM)	
STATION 9	ENGINE 9		
STATION 10	ENGINE 10,	TRUCK 10	
STATION 11	CURRENTLY HOUSES EQUIPMENT FOR SAC FIRE RESERVES (AN ACTIVE DUTY ENGINE COMPANY 11 IS UNDER DEVELOPMENT)		
STATION 12	ENGINE 12		
STATION 13	ENGINE 13	TRUCK 13	
STATION 14	ENGINE 14		
STATION 15	ENGINE 15		
STATION 16	ENGINE 16	TRUCK 16	
STATION 17	ENGINE 17	TRUCK 17	
STATION 18	FUTURE STATION		
STATION 19	ENGINE 19	SQUIRT PUMPER/WATER TOWER	
STATION 20	ENGINE 20	TRUCK 20	LIGHT PLANT 20
STATION 21	ENGINE 21		

ENGINES: Usually two-piece: 2nd piece ishose wagon with pump

LIGHT PLANT: Rescue Vehicles with "JAWS OF LIFE" and LIGHTS and Hazardous Materials equipment.

BATTALIONS: SAC FD has 3 battalions, each one has one light plant vehicle

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RICHMOND FIRE DEPARTMENT (population 70,000) in CONTRA COSTA COUNTY

Main Channel: 46.06 mhz

Equipment:

7 FIRE STATIONS	1 OES ENGINE
7 ENGINES	1 RESERVE SNORKEL
1 HOSE TENDER	1 1800g WATER TANKER
2 RESCUE VEHICLES	4 POWER WAGONS (200g TANK)
2 TRUCKS	1 AMBULANCE
1 LIGHT TRUCK(pick-up)	1 ANSUL TRUCK FOR FUEL SPILLS

From DAVID (CA-SF-025)

SANTA CLARA FIRE DEPARTMENT

Frequency: 153.9650

FIRE STATION

1	777 BENTON STREET	ENGINE 1, RESCUE 1, TRUCK 1
2	1900 WALSH AVE	ENGINE 2, RESERVE ENGINE 20
3	2821 HOMESTEAD RD	ENGINE 3
4	2323 PRUNERIDGE AVE	ENGINE 4
5	1912 BOWERS AVE	ENGINE 5
6	3575 DE LA CRUZ BLVD	ENGINE 6
7	3495 BENTON ST	ENGINE 7, TRUCK 7
8	2400 AGNEW RD	ENGINE 8, TRUCK 8
9	3011 CORVIN DR	ENGINE 9, RESCUE 2 RESERVE TRUCK 1

SANTA CRUZ FIRE DEPARTMENT

Frequency: 154.3250

FIRE STATION

MAIN STATION	711 CENTER ST
WEST STATION	335 YOUNGLOVE AVE
EAST STATION	1103 SOQUEL AVE

SOUTH LAKE TAHOE FIRE DEPARTMENT

Frequency: 46.4200

FIRE STATION 1: ENGINE 1, TRUCK 1

FIRE STATION 2: ENGINE 2

FIRE STATION 3: ENGINE 3

RESERVE EQUIPMENT: 1 ENGINE (Later this year FD expects delivery of a QUINT and TRUCK 1 will become a reserve piece)

STATE OF CALIFORNIA, ANGEL ISLAND STATE PARK

FIRE STATION (located on NORTHWEST area of island): ENGINE 1, ENGINE 2

FREQUENCY: ONE ENGINE IS ON STATE PARKS 44.72 mhz, the other on MARIN FIRE CHANNEL 46.5 mhz

STAFF: BOTH ENGINES CREWED BY STATE PARK & REC STAFF.

From: Robert (CA-OR-026)

CITY OF FULLERTON

POLICE DEPARTMENT (STATION 24)

460.100	Dispatch (Green) (KUL828)
460.150	Car to car (White)
460.025	County Emergency (Red)
460.400	Secondary Dispatch (Orange North)
460.300	Data Information (Purple)
460.500	Car to Car (Blue)
460.200	Not Used (Orange South)

Unit Numbers:

000	Chief
100	1st Shift
200	2nd Shift
300	3rd Shift
00	W/C
01-29	Patrol
30-39	CSI
51-53	Field Sergeants
60-69	CSO
400	Traffic
01-19	Motors
20-29	Parking Control
30-39	A/I
50	Sergeant
500	Detective Division
600	Services Division
72	Prisoner Van
700	Uniform Division
K	K-9 units

SCHOOLS & UNIVERSITY & COLLEGES

Cal State Fullerton

153.740	Police/Parking	(KRG679)
151.715	Administration	(KWH950)
152.480	Paging	(KWH950)
154.920	CLEMARS	(KJT553)

Pacific Christian College

154.570	Security	(KA42210)

Fullerton Elementary School District

464.325	Security/Paging	(KZW751)

Fullerton Union High School District

464.000	Busses/Security	(KIG302)

North Orange County College District

154.625	Paging	(KUZ241)

FIRE DEPARTMENT (STATION 64)

46.320	Dispatch (Tac 1) (KME341)
46.060	Mutual Aid (Tac 2)
46.480	Command (Tac 3)
46.420	Mutual Aid (Tac 4)
46.380	(Tac 5)
153.830	Extenders (KC3534)

CITY OPERATIONS (STATION 14)

470.3625	(WCL632)

AIRPORT

119.100	Tower
121.700	Ground
125.050	ATIS
470.3625	Maintenance & Security

MEDICAL

St. Jude Hospital

155.340	HEARS	(WQG731)
157.450	Paging	(WYH532)
464.975	Security	(KVC254)

Fullerton Community Hospital

155.340	HEARS	(KJE214)

Red Cross

47.420	(WQW860)
47.500	(KNBH977)

From HUGH (CA-LA-472): LAPD is starting its use of teleprinters. He has heard data being exchanged on the freqs mentioned in the first part of this column.

ABC Network news radio system:

1	National news	450.1625	KFA632
2	KABC-TV	450.1375R	KQA845
3	simplex L.A.	455.150S	KQA845, KD3669, KA74769
4	NY/DC 1	455.0875S	?
5	NY/DC 2	455.5875	?
6	NY/DC 3	450.5875 (rptr talk around?)	?

L.A. Area TX tones:

1	Lukens	L.A. area
2	Sulphur Mtn.	Ventura Co.
3	Palos Verdes	Coast
4	Oat Mtn.	Valley
5	Santiago	Orange Co.
6	Onyx Peak	Palm Springs
7	Santa Ynez	Santa Barbara Co.

(Selected on control head)

(F-3 may also be a repeater input - F1 is new. KABC-TV units use several other freqs. plus mobile phones & paging)

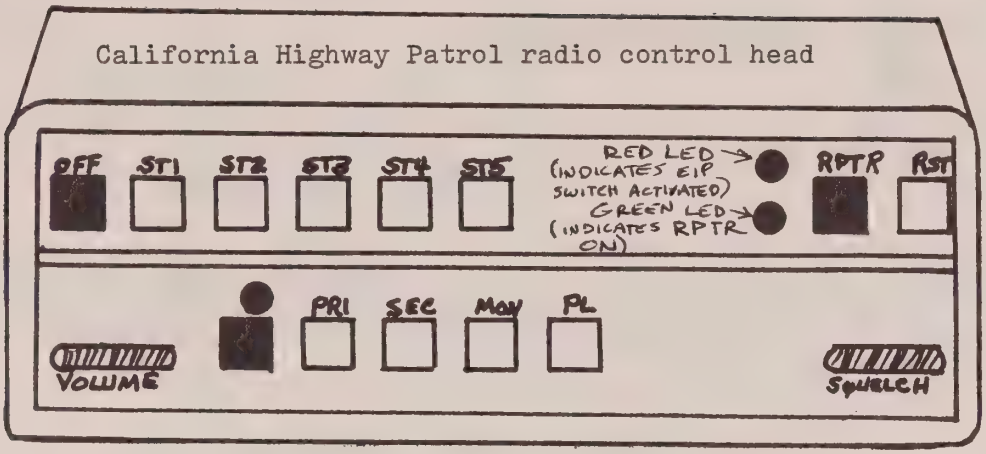
Space Shuttle is on a lot of freqs. here - around fourteen. 145.46, 145.60, 145.28, are all linked to 224.04, as are 223.96 & 449.80. Other repeaters broadcasting the launch were 147.36, 449.65, 449.00, 445.4, 443.25, 443.125, 446.95, and 147.195. Shuttle voice comm is downlinked on S-band to the earth stations, then to Goldstone, then to Goddard Space Center, back to JPL, over hardlines to Buzzard Peak, then out on my Icom 2AT. I've been taking it everywhere-get some interesting looks when astronauts come out my "transistor radio" Can't wait to tell someone I work for NASA.

Looks like I've been caught exaggerating again! Having barely survived The Great LAPD Paranoia Controversy, now I've just been quoted in Public Safety/California as saying, "At any given time, one third of the radios in L.A. don't work right."

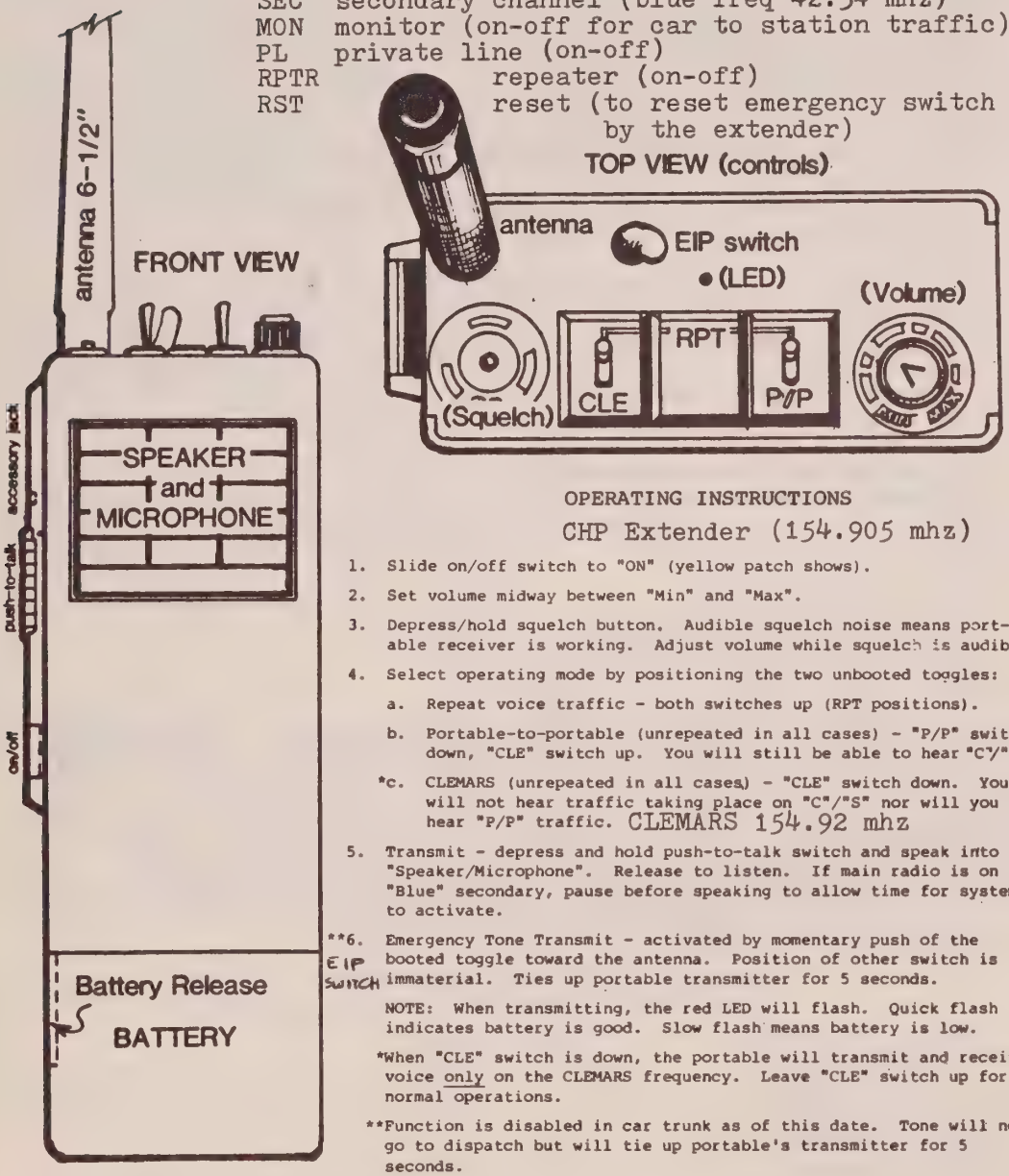
For the record, I wrote the above statement in early March, during a series of severe storms. Just about every agency had some down-time, and most of my favorite amateur repeaters were conspicuous by their absence. Perhaps my mistake was in using the present tense.

As I write this in April, just about all the radios in L.A. work just fine - even mine. Stay tuned for the next time your Photo Dept. editor puts his foot in it.

Seriously though - thanks to all the local public safety personnel (including radio repairmen) for an extraordinary performance this winter. You guys really made a difference.



ST single tone buttons (for use on the Blue freq 42.34)
PRI primary channel
SEC secondary channel (blue freq 42.34 mhz)
MON monitor (on-off for car to station traffic)
PL private line (on-off)
RPTR repeater (on-off)
RST reset (to reset emergency switch activated by the extender)



OPERATING INSTRUCTIONS

CHP Extender (154.905 mhz)

1. Slide on/off switch to "ON" (yellow patch shows).
2. Set volume midway between "Min" and "Max".
3. Depress/hold squelch button. Audible squelch noise means portable receiver is working. Adjust volume while squelch is audible.
4. Select operating mode by positioning the two unbooted toggles:
   a. Repeat voice traffic - both switches up (RPT positions).
   b. Portable-to-portable (unrepeated in all cases) - "P/P" switch down, "CLE" switch up. You will still be able to hear "C"/"S".
   *c. CLEMARS (unrepeated in all cases) - "CLE" switch down. You will not hear traffic taking place on "C"/"S" nor will you hear "P/P" traffic. CLEMARS 154.92 mhz
5. Transmit - depress and hold push-to-talk switch and speak into "Speaker/Microphone". Release to listen. If main radio is on "Blue" secondary, pause before speaking to allow time for system to activate.

**6. EIP Switch Emergency Tone Transmit - activated by momentary push of the booted toggle toward the antenna. Position of other switch is immaterial. Ties up portable transmitter for 5 seconds.

NOTE: When transmitting, the red LED will flash. Quick flash indicates battery is good. Slow flash means battery is low.

*When "CLE" switch is down, the portable will transmit and receive voice only on the CLEMARS frequency. Leave "CLE" switch up for normal operations.

**Function is disabled in car trunk as of this date. Tone will not go to dispatch but will tie up portable's transmitter for 5 seconds.

Next month we'll do this again. Hope to receive info from people in Yreka and other places not heard from before. We challenge members in Northern California to submit material. Happy monitoring!

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Gary L. Sturm, 1506 W. Hively Ave., Elkart, IN 46517

This month we have answers to two questions which were submitted by members. In our May 1983 column, Mark (NY-246) asked for a copy of the 10-codes used by the Long Island Rail Road police. And in the June issue Ed (CT-005) wanted to know the 10-codes for Amtrak police in the Northeast Corridor. Here they are:

LONG ISLAND RAIL ROAD POLICE 10-CODES

10-1	Call radio control by phone
10-2	Report to your headquarters
10-3	Ring - location
10-4	Acknowledgement
10-5	Investigation (specify)
10-6	Robbery in progress (specify)
10-7	Larceny in progress (specify)
10-8	Burglary in progress (specify)
10-9	Assault in progress (specify)
10-10	Report of explosive device (specify)
10-11	Holdup alarm
10-12	Suspicious person(s) - auto (specify)
10-13	Assist patrolman
10-14	Stoning
10-15	Obstruction
10-16	Fare dispute
10-17	Disorderly person(s)
10-18	Crowd control
10-19	Trespasser(s)
10-20	Other possible crime (specify)
10-21	Aided case
10-22	Dead on arrival (natural-other)
10-23	Ambulance required
10-24	Cancel ambulance, fire equipment, police, etc.
10-25	Report of fire (specify)
10-26	False alarm
10-27	Malfunctioning gates
10-28	Auto on tracks
10-29	Train vs. auto (occupied-unoccupied)
10-30	Additional units required (specify)
10-31	Local police required (specify)
10-32	Arrived at scene
10-33	Out of service (specify)
10-34	Back in service
10-35	Request supervisor at scene
10-36	Unfounded
10-37	Condition corrected
10-38	Gone on arrival
10-39	Arrest - specify number and to what precinct
10-40	Referred to detectives

AMTRAK POLICE-10-CODES

10-0	Emergency broadcast - all units stand by
10-1	Receiving poorly
10-2	Receiving well
10-3	Priority service
10-4	Acknowledgement (OK)
10-5	Repeat message
10-6	Busy unless urgent
10-7	Out of service (location)
10-8	In service (location)
10-10	Vehicle/person check (location/description of vehicle/occupants)

Railroads continued

10-11 Request additional APD unit(s) routine assistance
10-12 Request supervisor (location)
10-13 Request local/state police (location)
10-14 Request ambulance/rescue squad
10-15 Request fire apparatus
10-16 Prisoner(s) in custody, if female give mileage start and stop
10-17 Check wants, warrants (NCIC)
10-18 Return to your headquarters
10-19 Call your headquarters by telephone
10-20 Location
10-21 Call _____
10-22 Disregard
10-24 Alarm sounding (location)
10-26 Prepare to copy
10-33 Does not conform to regulations/unnecessary use of radio
10-36 Correct time
10-41 Begin tour of duty
10-42 End tour of duty
10-45 Accident (specify auto/train, etc.)
10-46 Train in emergency
10-47 Train protection (non-emergency)
10-48 Stoning/shooting/vandalism (specify)
10-50 Disorderly crowd/disturbance
10-77 Estimated time of arrival
10-82 Hostage situation
10-88 Bomb threat
10-89 Bomb find.
10-90 Arrived at scene
10-95 Enroute to _____
10-99 Assist officer

Thanks to Terry (IN-003), Scott (IL-???), Dave (TX-032), and Joe (MD-015) for sending in articles for this column. Their contributions will be appearing soon. If any member wishes to assist us by monitoring certain railroads in their area, please send us a SSAE and we will send you a listing of the railroads and possible frequencies in your area. This will help us gather more data for the column and will let each of you become familiar with railroad scanning. For example, in the Mobile, Alabama area we have found the following frequencies for the Louisville & Nashville Railroad listed in the FCC microfiche. We need to know which frequencies are active and what the usage is for each active channel:

160.230, 160.260, 160.305, 160.320, 160.380, 160.620,
160.980, 161.175, 161.265, 161.280, 161.370, 161.520.

See you next month! —Gary & Bill

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn (TN-014), 1111 N. Carrier Pkwy., B-107, Grand Prairie, Texas 75050.

Greetings and welcome to the start of the second year of Space Comm. This has been a great year and to all of you who have written with material, words of support,etc. I would like to take this opportunity to thank you all and hope that the second year will be as successful as the first. My apologies to all for last month's missing column. Murphies law applied in this situation, "If something can go wrong, it !!!™" About deadline time, ye editor made an unexpected trip to Sigonella, Italy courtesy of the US Navy. It was fun, but it did mess up my column schedule. Hopefully I'll be back on track now and these unexpected trips will be taken care of in a more timely manner. Work on the SPEEDX Satellite Primer is continuing and information on it's

availability will be forth coming in this column. Enough of the general information and on with this month's Space Activity Report.

SPACE ACTIVITY REPORT

Note: Column 1 is International Designator, Column 2 is NORAD number, column 3 is noun name, column 4 is date of launch, column 5 is orbital period, column 6 is orbital inclination, column 7 is Apogee, column 8 is Perigee, column 9 is general data,frequency, telemetry, and decay information as applicable.

12A	13850	Cosmos 1442	2/25	89.6	67.1	353	190	Recoverable Recon
13A	13865	Cosmos 1443	3/2	88.9	51.6	270	201	Test Vehicle: Docked with Salyut 7 3-10,Xmsn: 19.954 Mhz. with PDM telemetry.
14A	13870	Cosmos 1444	3/2	90.3	72.8	413	203	Recoverable Recon
15A	13875	Molniya 3-20	3/11	735	62.8	40505	485	orbiting COMSAT,Xmsn: 3650-3700, 3750-3800, 3850-3900 Mhz.
16A	13878	Ekran 10	3/12	1436	0.1	35800	35800	Geostationary COMSAT, Xmsn- 702-726,714 Mhz.
17A	13883	Cosmos 1445	3/15	88.4	50.6	225	181	Winged Vehicle, only made 1.5 revolutions of the earth, landed in the Indian Ocean.
18A	13886	Cosmos 1446	3/16	90.2	69.9	368	233	Recoverable Recon
19A	13890	Molniya 1-56	3/16	736	62.7	40520	494	orbiting COMSAT,Xmsn: 800-1000,3400-4100 Mhz.
20A	13901	Gorizont 5	3/15	1436	0.1	35800	35800	Geostationary COMSAT, Xmsn: 3675,3725,3775,3825,3875,3925 Mhz.
21A	13916	Cosmos 1447	3/24	104	82.9	1025	964	NAVSAT with COSPAR 2 transponder,Xmsn: 150.0 Mhz and 1.5 Ghz.
22A	13923	NOAA-8	3/28	101	98.7	842	818	Weather satellite with SAR transponder,Xmsn: 136 Mhz, 1.5 Ghz.
23A	13949	Cosmos 1448	3/30	104	82.8	1057	930	Standard NAVSAT,Xmsn: 150.0 Mhz.
24A	13955	Cosmos 1449	3/31	90.3	72.7	401	211	Military Recon,Decay 4-15
25A	13964	Molniya 1-57	4/2	701	62.9	38654	627	orbiting COMSAT,Xmsn: 800-1000, 3400-4100 Mhz.
26A	13968	STS-6	4/4	90.0	28.4	290	285	Space Shuttle,(for freq. information, see RCMA Comm Profile, October 1982).
26B	13969	TDRSS-A	4/4	1085	2.3	35370	21870	1st in series of Tracking and Data Relay Satellite System satellites. Incorrect orbit achieved after seperation from Shuttle.
27A	13972	Cosmos 1450	4/6	94.5	65.8	553	444	Minor Military Spacecraft
28A	13974	Raduga 12	4/8	1443	1.2	35983	35867	Geostationary COMSAT,Xmsn: 3675,3775,3875,7250-7750 Mhz.
29A	13975	Cosmos 1451	4/8	88.7	82.3	264	195	Photo Recon Satellite
30A	13984	SATCOM 1R	4/12	631.8	24.1	35985	153	Geostationary COMSAT. To replace SATCOM 1 at 139 West,Xmsn: 3.7-4.2 Ghz.
31A	13991	Cosmos 1452	4/12	100.6	74.0	807	776	Believe this satellite exhibits charcteristics of Military Store/Dump COMSATS.
32A	14001	OPS2925(DOD)	4/15	89.0	96.5	326	139	KH-9 High Resolution Photo Recon.
33A	14002	Indian Roheni 3	4/17	97.0	46.5	859	390	
34A	14006	Cosmos 1453	4/19	94.4	74.0	527	467	Minor Military Spacecraft
35A	14014	Soyuz T-8	4/20	88.5	51.6	229	198	Salyut 7 docking mission failure,returned 4-22,Xmsn:20.008 and 121.750 Mhz.
36A	14017	Cosmos 1454	4/22	89.7	67.0	362	191	Recoverable Recon
37A	14032	Cosmos 1455	4/23	97.6	82.5	672	643	Elint Satellite
38A	14034	Cosmos 1456	4/25	712	62.9	38860	629	Missile Early Warning, 2292,2280-2304 Mhz.
39A	14039	Cosmos 1457	4/26	89.7	70.4	379	174	Recoverable Recon 1994 KN3

Fleetsatcom Revisited

The Fleet Satellite Communications(FLTSATCOM) system is designed to provide an operational near-global satellite communications network to support high priority communications requirements of the US Navy(yea!!!) and Air Force. The Naval Electronics System Command manages the overall FLTSATCOM program, while the Air Force Systems Command's Space Division directs acquisition of the programs space segment.
Satellites in the FLTSATCOM system allow communications between naval aircraft,

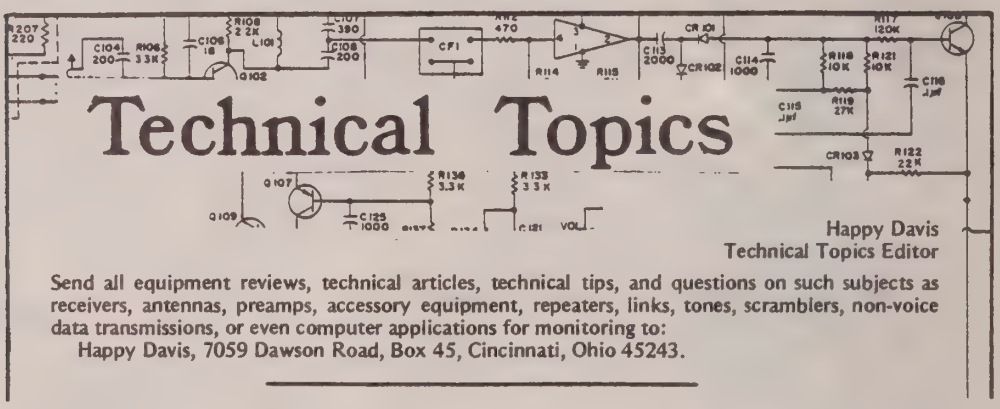
FLEETSATCOM

ships, submarines, ground stations, Strategic Air Command, and the Presidential Command Networks. Each of the five FLTSATCOM satellites procured by Space Division has been placed in geostationary orbits.

The payload module provides three antenna systems, transponders for 23 channels and electronics required to support communications functions. The UHF recieve antenna is an 18-turn deployable helix 3.75 meters(12.5 feet) long that is offset from the satellite module. The UHF transmit antenna is a 4.9 meter(16 feet) diameter deployable dish surrounding mesh with central spiral post; a small seperate conical helix antenna atop the central mast serves as the S-Band tracking,telemetry and control antenna; a super high frequency antenna horn protrudes through the UHF antenna mesh. The communications system includes nine fleet relay 25 Khz channels and twelve 5 Khz. Air Force narrowband channels designed to serve small mobile users such as ships, aircraft, and mobile ground units; one 25 Khz Fleet broadcast channel; a 500 Khz. DOD wideband channel, and a SHF Beam,

FLTSATCOM 1 was launched February 9, 1978 and is positioned at 100 West. FLTSATCOM 2 was relocated from 23 West to it's present position of 75 East shortly after launch of FLTSATCOM 3 which was launched January 17,1980. FLTSATCOM 2 was launched May 4, 1979. FLTSATCOM 4 was launched October 30, 1980 and was positioned at 172 East. FLTSATCOM 5 was launched August 6,1981 and is an in-orbit spare co-located with FLTSATCOM 1 at 100 West. Informed sources say that FLTSATCOM 5 is having difficulty of an electronic nature on board and is having problems meeting mission requirements. Follow on FLTSATCOM's are planned in the future with launch 7 to occur in 1987 with several new frequency transponders on board including one for 44/22 Ghz.

Further information on channel breakdowns are available from the Satellite columns in the December 1980 and February 1981 issues of the RCMA newsletter courtesy of Bill Blomgren. That's it for this month, 73's to all. N5FPW/WDX5FAO.


Technical Topics
Happy Davis
Technical Topics Editor
Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:
Happy Davis, 7059 Dawson Road, Box 45, Cincinnati, Ohio 45243.

THE NEW REALISTIC PRO 2002 PROGRAMMABLE 50 CHANNEL SELECTOR

Happy Davis

If you're looking for a Scanner that will let you hear all the action including those out-of-band frequencies and then some! Designed for the professional, the dedicated enthusiast, or for the beginner who has to start out with the best ... then this is the unit for you! Before taking a look at the technology of the new Realistic Pro 2002, it must be said that this radio is fun and easy to operate – uses touch keys for programming ease.

20,480 CHANNELS - NO CRYSTALS

The Pro 2002 gives you direct access to 20,840 different frequencies in seven action Radio Bands: Police, Fire, Ambulance, Aircraft, Ham Radio, News Media Government, Railroad, Marine Service, etc. The secret of the Pro 2002 is a custom-designed microprocessor – a computer chip.

SPECIAL FEATURES NOT FOUND IN MOST SCANNERS

The complete Aircraft Band 108 – 136 MHZ! Most scanners start at 118 - 136 MHZ. The 138 - 144 MHZ (Government Band) not found on most U.S. models and the 410 - 450 MHZ (Government Band). Also, a Priority Channel that can be programmed to any channel of your choosing. (Example: Priority Channel 30). All other scanners have Channel 1 as the Priority Channel. A scan rate of 6 channels per second - Fast Speed and 3 channels per second - Slow Speed. Features include frequency ranges 30 - 50 MHZ (VHF LO), 108 - 136 (AIRCRAFT), 138 - 144 MHZ (GOVERNMENT), 144 - 148 MHZ

(HAM RADIO), 148 - 174 MHZ (VHF HI), 410 - 450 MHZ (GOVERNMENT HAM RADIO), 450 - 470 MHZ (UHF LO), 470 - 512 MHZ (UHF HI). Auto-Search lets you find unlisted or secret stations - read their frequency off the Big Six digit display and store in the Microprocessor memory. Search all frequencies or select any combination of up to five ranges. Automatic or manual scanning - Scan-delay to prevent missed call-backs. Lock-outs to temporarily bypass unwanted channels plus squelch to eliminate noise while monitoring. An internal Battery Back-Up system maintains the scanner memory during power failures, or when you unplug the scanner. Built-in speaker jacks for headphone, external speaker tape recorder and antennas.

RECEIVER SENSITIVITY

At the 108 - 136 Aircraft Band, sensitivity is 1.0 microvolts; 30 - 50 MHZ, 0.5 tenths of a microvolt; 138 - 174 MHZ, 0.5 tenths of a microvolt; 410 - 512 MHZ, 1.0 microvolts. Selectivity ± 9 KHZ - 6 dB ± 15 KHZ - 50 dB. Sensitivity is rated AM 10 dB Signal 6 - Noise at 68% modulation. FM 20 dB Signal-to-noise at 3 KHZ Devotion. Audio output is rated at 2 watts maximum.

THE DIGITAL RECEIVER DISPLAY

The Pro 2002 flourescent display can give you the time, channel number, plus the following symbols: frequency, delay priority mode, priority channel, channel banks, bank indicators, search banks, manual mode, program mode, search mode, lock out.

AN OUTSTANDING SCANNER ENTRY

This unit is an *excellent piece of equipment* and, importantly, there is the price advantage of the suggested retail of $399.95. The Pro 2002 is a machine that is engineered to be professionally versatile and enjoyable. It has immense capabilities to respond to virtually anyone's needs.

SCANNER FILTER is designed to reduce front end overloading of your scanner receiver in the specific areas of IF breakthrough, image interference, intermodulation and desensitization. To obtain the best performance from your SCANNER FILTER we urge that you study the following:

The most common complaint among scanner users is the presence of loud signals being heard on frequencies other than those on which the original signals are being transmitted. Particularly troublesome are the image signals of aircraft being heard on police and fire channels.

Intermodulation is a more complex phenomenon, and may occur at virtually any frequency. It may even occur to signals you are monitoring at UHF even though the offending signal is being transmitted at VHF. TV, FM stations and mobile telephone repeaters with their powerful transmitters may cause front end overloading problems to your scanner receiver, especially if you are monitoring in an area close to, or in the "local area range" of, these stations. These spurious signals are often picked up by your scanner receiver throughout its tuning range.

All scanner receivers feature an automatic gain control circuit which causes the amplifier to reduce its efficiency when a strong signal is tuned in. Even when the receiver is tuned slightly off that frequency, the gain (amplification) of the scanner may be reduced. This characteristic is called desensitization, and may affect the ability of your scanner to detect near-channel weak signals. SCANNER FILTER helps to reduce those strong signals, thereby allowing your scanner to operate at full sensitivity.

The FTR-3 SCANNER FILTER is a fully-shielded, variable frequency wave trap. It requires no external power source and may be used in fixed, mobile or portable situations as determined by the operator.

IMPORTANT OPERATING HINTS:

The FTR-3 is designed to eliminate only one interfering signal at a time. If you are bothered by interference from a second signal on or near your listening frequency, you may wish to add a second FTR-3 into your antenna line. This will allow you to reject both sources of interference. However, due to overall insertion loss, the use of more than two Scanner Filters in your antenna lead in line is not recommended,

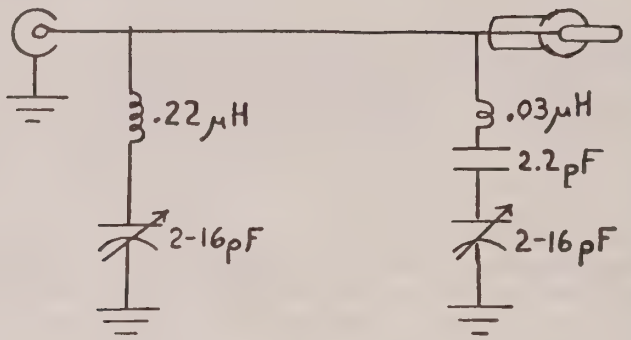
Because of the sharp tuning of the Scanner Filter, be careful not to overtune the interfering signal and thereby reject the desired signal as well.

SPECIFICATIONS:

Frequency Range:	76 - 216 MHz 400-512 MHz (nominal)
Input/Output impedance:	50 - 75 ohms (nominal)
Mid-Band Rejection:	400 dB (high band) 25dB (VHF)

Insertion loss:	less than 1dB @ 450 MHz
Dimensions:	4½" wide 2" high 3" deep
Shipping Weight:	12 ounces
Connectors:	Standard Motorola

SCHEMATIC DIAGRAM:



GROVE FTR-3

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 424 W. 22nd St., Norfolk, VA 23517

HELLO AND WELCOME TO YOUR JULY VHF MARINE CLOUMN.
BEFORE GOING ANY FURTHER I WOULD LIKE TO ADD A NOTE TO LAST MONTHS COLUMN.GARY(IL-073)SENT IN A ARTICLE ON THE SEATTLE FERRY BOAT SYSTEM.I FORGOT TO GIVE CREDIT TO WHERE GARY GOT THE ARTICLE FROM.IT CAME FROM "THE APCO BULLETIN" PUBLISHED BY THE ASSOCIATED PUBLIC-SAFETY COMMUNICATIONS OFFICERS,INC..

OUR FIRST REPORT COMES FROM GARY(IL-073).IT CONCERNS THE UPPER MISSISSIPPI RIVER AND ASSOCIATED WATERWAYS.

157.100 CHANNEL 22 - U.S.COAST GUARD GROUP(UPPER MISSISSIPPI RIVER) LOCATED AT KEOKUK,IOWA GIVES THE RIVER STAGES FOR ILLINOIS,MISSOURI AND MISSISSIPPI RIVERS.
161.800 CHANNEL 24 - ST.LOUIS MARINE OPERATOR
161.850 CHANNEL 25 - ST.LOUIS MARINE OPERATOR
161.900 CHANNEL 26 - BEARDSTOWN(ILLINOIS) MARINE OPERATOR
161.950 CHANNEL 27 - ST.LOUIS MARINE OPERATOR
162.000 CHANNEL 28 - ST.LOUIS MARINE OPERATOR
161.925 CHANNEL 86 - ST.LOUIS MARINE OPERATOR

I WOULD ALSO LIKE TO THANK RINEHART(NJ-047)FOR THE BOOKLET HE SENT ME ENTITLED "MARIFACTS".IT IS PUBLISHED BY MARITIME SERVICES,COMMUNICATIONS SATELLITE CORP..IT CONTAINS MOSTLY ALL THE NEW ITEMS THAT ARE BEING PUT ON THE NEWLY BUILT SHIPS OF TODAY ALONG WITH SOME STORIES.IT IS A VERY INTERESTING BOOKLET.THIS BOOKLET CONTAINS AN ARTICLE OF MARINE SATELLITE NAVIGATION.

OUR NEXT REPORT COMES FROM ROD O'CONNOR (OUR PAST VHF EDITOR).ROD IS NOW STATIONED IN HONOLULU,HA..

HONOLULU HARBOR CONTROL - IT IS MAINTAINED BY THE STATE OF HAWAII AND IT CONTROLS ALL THE SHIPPING TRAFFIC INTO AND OUT OF HONOLULU HARBOR. IT IS SOMEWHAT SIMILAR TO A COAST GUARD "VESSEL TRAFFIC SYSTEM",BUT RUN BY THE STATE.

CONTROL CENTER - ALOHA TOWER,PIER 10,HONOLULU.COMMUNICATIONS VIA KFQ-907 - WORKING CHANNEL - CH 12. (156.600) ALL INBOUND & OUTBOUND TRAFFIC IS REQUIRED TO MONITOR THIS CHANNEL.
FOR THE MANY NAVY,COAST GUARD & CIVILIAN VESSELS ENTERING PEARL HARBOR;CONTACT MUST BE MADE WITH AND PERMISSION GRANTED,TO ENTER BY CONTACTING PEARL HARBOR NAVAL HARBOR CONTROL ON ITS WORKING FREQUENCY CH.13 (156.650).THIS IS A VERY INTERESTING CHANNEL TO LISTEN TO.
THE HONOLULU PILOTS WORK ON CH. 11 (156.550). THE HONOLULU & MAUI MARINE OPERATORS OPERATE ON CH. 26 (161.900) AND CH. 27 (161.950). I BELIEVE THAT THE MAUI SITE IS CONTROLLED REMOTELY HERE IN HONOLULU.
ALL MONITORING OF VHF CHANNEL 16 (156.800),PLUS 2182 KC.AM/SSB DISTRESS FREQUENCIES ARE DONE IN ONE LOCATION HERE IN HAWAII.THE COAST GUARD HAS 4 HIGH LEVEL MOUNTAIN TOP SITES ON 4 ISLANDS,INTERCONNECTED TO THE COAST GUARD COMMUNICATIONS STATION AT WAHIAWA,NEAR HONOLULU.
OAHU SITE - IS ATOP 4000 FOOT MOUNT KAALA
KAUAI SITE - IS ATOP 5000 FOOT MOUNT KAWAIKINI
MAUI SITE - IS ATOP 10000 FOOT MOUNT HALEAKALA
HAWAII SITE - ?? POSS. MAUNA KEA VOLCANO
SINCE ROD HAS NOT BEEN IN HAWAII LONG HE SAYS THAT HE WILL CHECK OUT THESE LISTINGS AND VERIFY.

OUR NEXT REPORT COMES FROM DAVID (LA-).IT CONCERNS FREQUENCIES IN THE NEW ORLEANS AREA.
156.725 - OFFSHORE CREWS - LOUISIANA
156.800 - USCG MARINE EMERGENCY CH. 16
156.975 - OFFSHORE CREWS,INC. - LOUISIANA
157.100 - USCG - WORK CHANNEL CH. 22

OUR NEXT REPORT COMES FROM LARRY (MI-001).HE STATES THAT THE WEATHER CHANNELS IN USE FOR THE GREAT LAKES ARE FINE BUT THE MARINERS STRONGLY DEPEND ON THE CANADIAN MAFORS CHANNELS.THESE CHANNELS SPECIALIZE IN MARITIME WEATHER ONLY.
161.650 - CH.21 - LEAMINGTON & PORT BURWELL,ONTARIO MAFORS
161.775 - CH.83 - SAME LOCATIONS MAFORS
NEXT MONTH WE WILL HAVE A LIST OF ACTIVE FREQUENCIES IN THE DETROIT AREA FROM LARRY.

FROM HARRIS (NJ-153) COMES A CORRECTION TO A FREQUENCY LISTED IN OUR MAY 83 COLUMN.THE CORRECT FREQUENCY FOR THE NEW YORK CITY HARBOR POLICE SHOULD BE 470.8375. HARRIS BELIEVES THAT IT IS THE SAME FREQUENCY AS THE NYC EMERGENCY SERVICES.
ALSO HARRIS WOULD LIKE TO GET EVERYONE TO SEND IN TO ME; THE FREQUENCIES THAT YOUR LOCAL POLICE OR CITY AGENCIES USE IN CONNECTION WITH THEIR MARITIME UNITS (POLICE & FIRE). MOST CITIES USE SOME OF THEIR OWN FREQUENCIES IN ADDITION TO THE MARINE FREQUENCIES.ANYBODY KNOWING ANY FREQUENCIES OF MARINE POLICE UNITS OR MARINE FIRE UNITS IN YOUR AREA PLEASE SEND THEM INTO ME.

I WOULD ALSO LIKE TO THANK ALEX (CANADA-040) & GUY (CANADA-031) FOR THE CANADIAN FREQUENCY LISTS SENT IN. AS YOU KNOW A CANADIAN LIST WAS IN THE JUNE ISSUE AND THESE NEW LISTS WILL BE COMBINED WITH ALL OTHER FREQUENCY INFORMATION AND PUBLISHED IN A FUTURE ISSUE.

HAVE YOU HEARD: CG-41450 - IT IS STATIONED AT COAST GUARD STATION COINJOCK,NORTH CAROLINA.

U.S.COAST GUARD MARINE INFORMATION BROADCASTS DEFINITIONS:

AREA WARNINGS - CONCERNING THE HIGH SEAS ONLY
COASTAL WARNINGS - OUT FROM THE COAST UP TO 200 MILES OFFSHORE.
LOCAL MAJOR WARNINGS - THOSE WARNINGS REGARDING MAJOR SHIP CHANNELS IN LOCAL WATERS FREQUENTLY TRAVERSED BY OCEAN GOING COMMERCE.THESE WARNINGS ARE USUALLY PROMULGATED TO REACH MARINERS IN BOTH LOCAL AND COASTAL WATERS.

VHF Marine continued

LOCAL MINOR WARNINGS - THOSE WARNINGS REGARDING SMALLER WATERWAYS INCAPABLE OF SUBSTAINING OR NOT NORMALLY FREQUENTED BY OCEAN GOING COMMERCE. THESE WARNINGS ARE MADE IN LOCAL WATERS ONLY.
URGENT BROADCAST - BROADCAST FULL TEXT UPON RECEIPT.
SAFETY BROADCAST - BROADCAST FULL TEXT UPON RECEIPT.
++ CANCELLATIONS MUST BE BROADCAST TO THE TWO ABOVE MESSAGES ++
WE WILL FROM TIME TO TIME PUBLISH COAST GUARD INFORMATION SUCH AS ABOVE WHICH HELPS IN THE UNDERSTANDING OF COAST GUARD MARITIME INFORMATION BROADCASTS AND OTHER INFO THAT MIGHT BE HELPFUL IN VHF MARINE MONITORING.

THERE ARE SEVERAL INTERESTING COLUMNS COMING UP IN THE FUTURE.IF YOU HAVE NOT SEEN ANY INFORMATION OR YOUR AREA MAYBE THAT IT HAS NOT BEEN SENT IN. SEND IN SOME INFORMATION ON YOUR AREA TODAY AND SHARE IT WITH YOUR FELLOW MEMBERS.

PLEASE SEND IN LOTS OF INFORMATION FOR YOUR FELLOW MEMBERS TO READ.IF YOU HAVE QUESTIONS ???? SEND THEM IN.

HAVE SOME GOOD MONITORING AND I WILL SEE YOU NEXT MONTH.

R. C. M. A. NEW MEMBERS LIST
5 14 1983

CACC025 ELLIOTT, DUANE;184 EAST PROSPECT AVE;ANVILLE, CA 94526
CALA530 MC AWAY, NATHANIEL;P.O. BOX 6035;LONG BEACH, CA 90806
CALA531 EISENZOPF, THEODORE;216 SO GRAND AVE APT 16;COVINA, CA 91722
CALA532 RASKIN, DAVID;440 CHESTNUT AVE;LONG BEACH, CA 90802
CALA533 FELD, JAMES N;P.O. BOX 2456;CULVER CITY, CA 90230
CALA534 THORNHILL, GARY;28147 NEWBIRD DRIVE;SAGUS, CA 91350
CALA535 WALL, JEFF;337 E NAVILLA PL 3;COVINA, CA 91723
CALA536 CROW, RAYMOND;P.O. BOX 404;AGOURA, CA 91301
CALA537 QUINTERO, DAVID;745 N HENDRICKS ST;MONTEBELLO, CA 90640
CAOR259 HENRY, HOWARD B;34402 CALLE NARANJA;
CAPISTRANO BEACH, CA 92624
CAOR260 RUSSELL, KEN;222 LA VETA WAY;ORANGE, CA 92666
CASB059 FISCHER, HEINZ W;15114 FOOTHILL BLVD 1;FONTANA, CA 92335
CASC040 MAWHINNEY, SCOTT DAVID;830 LOS ALTOS AVE;LOS ALTOS, CA 94022
CASD059 LUMLEY, THOMAS J;3927 8TH AVE 24;SAN DIEGO, CA 92103
CASF030 SOKOL, JAMES F;P.O. BOX 6252;SAN FRANCISCO, CA 94101
CASZ009 BUTLER, HARRY G;67 SUNSET DR;WATSONVILLE, CA 95076
DC 009 D.C.F. RADIO SHOP;300 MC MILLEN RD NW;WASHINGTON, DC 20001
FL 177 GEBHARDT, WALTER F;P.O. BOX 528;BRANDENTON, FL 33506
FL 178 HOLLIDAY, JOSEPH L;1800 BLANDING BLVD APT 10;
JACKSONVILLE, FL 32210
IL 262 DONARSKI, DENNIS P.;BOX 118;LOSTANT, IL 61334
IL 263 STOCK, BILL;234 N DORCHESTER;WHEATON, IL 60187
MD 079 KAMEROW, MARTIN L;7420 WESTLAKE TERRACE;BETHESDA, MD 20017
MD 080 RAYMOND, BELDEN G;8720 IRVINGTON AVE;BETHESDA, MD 20817
MD 081 SANDERS, PHILLIP O;P.O. BOX 171;FT MEADE, MD 20755
MI 129 KROLAK, EUGENE D JR;173 WEST LABO RD;CARLETON, MI 48117
MN 041 MCLAUGHLIN, MICHAEL P;2334 ARTHUR ST NE;MINNEAPOLIS, MN 55418
MO 082 WIENHOFF, L. R.;9748 TULLAMOOR DR;ST LOUIS, MO 63136
MO 083 HAWKINS, KENT;RT 1 BOX 19;ASH GROVE, MO 65604
NC 052 OBINSON, JEFFREY;P.O. BOX 955;ASHEVILLE, NC 28802
NC 053 DOUGLAS, JOHN C JR;RT 3 BOX 329;HIGH POINT, NC 27263
NJ 175 BLACK, JAMES J;71 PROSPECT AVE;LITTLE FERRY, NJ 07643
NY 256 RICHARDS, JAMES M;90 MALE HILL RD;HUNTINGTON, NY 11743
NY 257 DOUGLAS, BRIAN;59 MAPLE STREET;BROOKLYN, NY 11225
NY 258 NAGY, ROBERT A;520 TUCKAHOE ROAD;YONKERS, NY 10710
NY 259 BOWEN, DAVID;3 ROSS STREEET;BATAVIA, NY 14020
OH 147 GABRIEL, RAYMOND * ADDRESS WITHHELD BY REQUEST
PA 186 BUDAY, JOSEPH * ADDRESS WITHHELD BY REQUEST
VA 077 DAVIS, LANDON L;357 AYRHILL RD NE;VIENNA, VA 22180
WA 049 RITZENTHALER, L.B.;4501 SW ROSE ST;SEATTLE, WA 98136
WA 050 HOBSON, KEVIN R;P.O. BOX 15927;SEATTLE, WA 98115
CANA102 HAY, JAMES R;141 ST JOHN'S BLVD;
PONTE CLAIRE, H9S 4Z2 P.Q. CANADA
CANA103 MAC NEILL, JAY;NO 301 - 1275 NELSON ST;
VANCOUVER BC V6E 1J5 CANADA

Reporting District Map of
Northeast
Area
★ 6045 YORK BLVD.
JANUARY 1979
Cartography and Visual Aids Unit
Planning and Research Division LAPD
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LOS ANGELES CITY BOUNDARY
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TOWNSEND AVE
LA LOMA DR
YOSEMITE DR
ELLENWOOD DR
FIGUEROA
POPPY PEAK DR
LOS FELIZ BL
GLENDALE BLVD
YORK BLVD
VERDUGO RD
ALIMAN AVE
TOLAND WY
BALTIMORE AVE
YORK BLVD
PARK BNDY
CHAPMAN ST
WELDON AV
EAGLE ROCK BL
SCANDIA WAY
DIVISION ST
CLEVELAND AVE
PRIMAVERA AVE
MONTE VISTA ST
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ROWENA AVE
COMMONWEALTH AVE
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PROSPECT AVE
FOUNTAIN AVE
SUNSET BLVD
SANBORN AVE
HYPERION AVE
LANDA ST
GLENDALE BLVD
GLENDALE FWY
GOLDEN STATE FWY
EAGLE ROCK BLVD
WHITMORE AVE
SANTA MONICA BLVD
VERMONT AVE
NORMANDIE AVE
MARMION WY
ISABEL
PASADENA FWY
SAN PASQUAL ST
UPPER PASADENA
1 GLACIER AVE
2 OAK GROVE DRIVE
ROUND TOP DRIVE
PALMER DRIVE
WAWONA ST
DELOR ROAD
3 LINE OF SIGHT TO INTERSECTION OF MEDLOW AVE. AND RANGE RD
MEDLOW AVE
LANGDALE AVE
COLLEGE VIEW AVE
SILVER OAK TERR
4 SILVERWOOD DR
LINE OF SIGHT TO AVE 56
5 VALLE VISTA DR
YORK BLVD
CAMPUS RD
6 STRATFORD RD
AVE 49
RANGEVIEW AVE
7 FLETCHER DR
GLENDOWER AVE
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12 WALK TO DANFORTH DR
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SAN RAFAEL AVE
13 MT WASHINGTON DR
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14 VAN PELT PL
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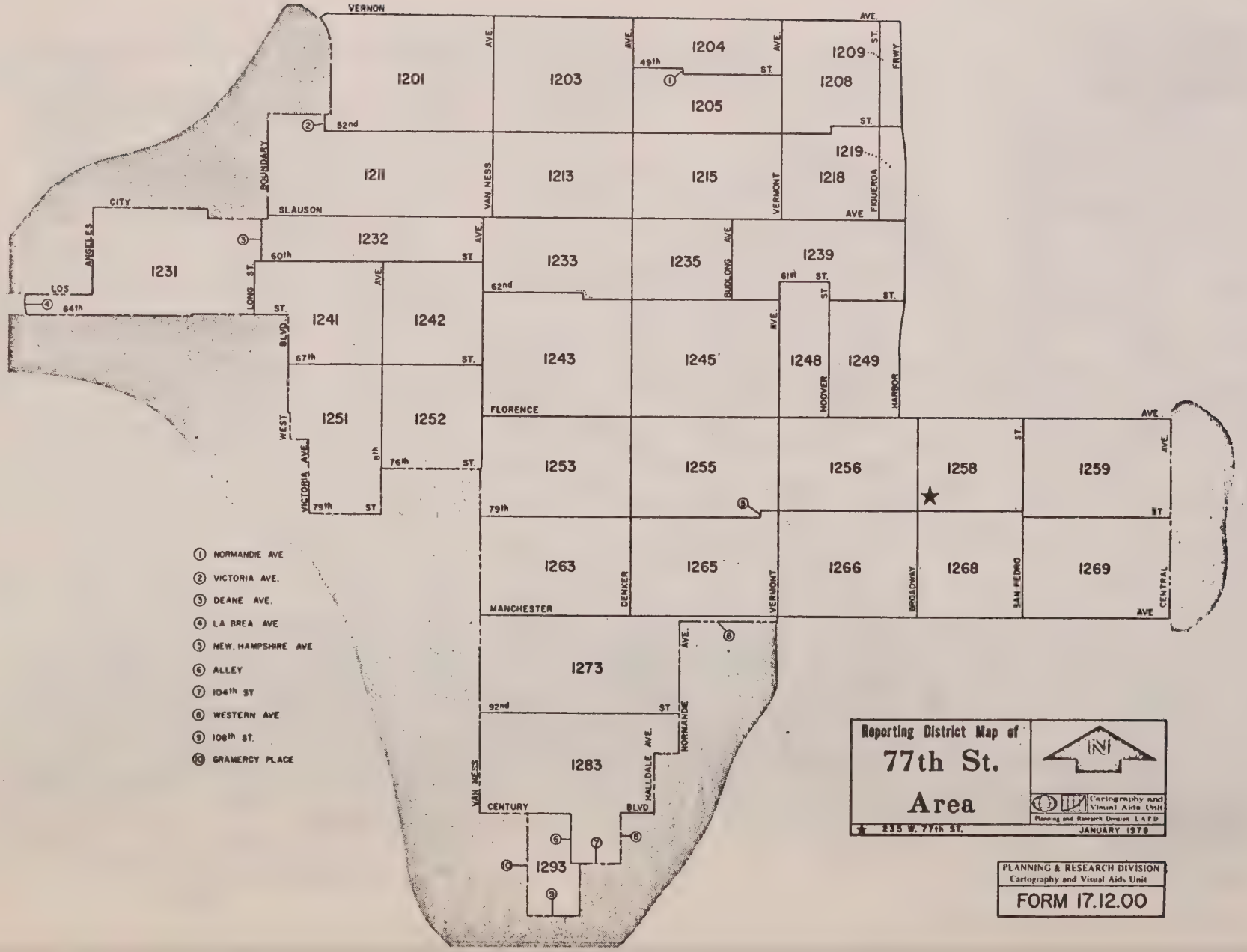
15 GLENDALE FWY
16 LANDA ST
GRANADA ST
TACOMA AVE
17 CLIFF DR
ROSEVIEW AVE
AVE 37
18 SOUTH BOUNDARY OF SYCAMORE GROVE PARK
19 AMABEL ST
20 FRENCH AVE
PASADENA AVE
PLANNING & RESEARCH DIVISION
Cartography and Visual Aids Unit
FORM 17.11.00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⑤ NEW. HAMPSHIRE AVE
⑥ ALLEY
⑦ 104th ST
⑧ WESTERN AVE.
⑨ 108th ST.
Ⓚ GRAMERCY PLACE
Reporting District Map of
77th St.
Area
Cartography and Visual Aids Unit
Planning and Research Division LAPD
★ 235 W. 77th ST.
JANUARY 1978
PLANNING & RESEARCH DIVISION
Cartography and Visual Aids Unit
FORM 17.12.00

F O R T H E R E C O R D . . .

It has never been the policy or the intent of the RCMA Newsletter to knowingly reprint material without giving the source of prior publication or credit to the author(s).

Upon reading pages 72 -73 of the June issue's Technical Topics column, some RCMA members have written to express concern over both authorship identity and possible prior appearance of this material in the publication "Monitoring Times."

While your RCMA Newsletter Editor is not in possession of all the facts at this time, we nonetheless feel it appropriate to make a statement indicating our awareness of the situation. We were able to "stop the presses" on this issue long enough to insert this message at the very end of the newsletter. Further clarification will have to wait until the August mailing.

Carol Ruth
RCMA Managing Editor

Notes

The R.C.M.A. Board is taking this opportunity to answer the many letters of inquiry we have had on the following topics.

MEMBERSHIP CARDS AND BADGES

The R.C.M.A. has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. Other clubs may have several gimmics or commercial good deals. Our good deal is the newsletter, which you as members get to write.

MEMBERSHIP RENEWAL DATE

The date printed by your membership number on your label shows the last month of your current membership. You should renew by this date to insure continuous reception of the newsletter.

Several misunderstandings have occurred due to the fact the newsletter we mail this month is carrying a cover date of next month. The advanced date is used to allow USPS to deliver your newsletter to you on time. Your letter is mailed approximately four days after the monthly board meetings.

PRORATED MEMBERSHIPS

To save postage and other complications, if your original membership application was not accompanied by the correct amount. You received a prorated membership label of less than 12 months. Please do not send in the extra amount to finish the year, just renew when your prorated date comes up.

SPECIAL FREQUENCY REQUESTS

Contact your local R.C.M.A. group for frequencies in your area or use the contact column of the newsletter. We are not yet set up for a national distribution of frequencies. We have discussed this possibility, but the current logistics of the newsletter has stopped us. Ultimately the big picture would include copies of the F.C.C. and I.R.A.C. data bases, a fast computer, and software to select and sort in any order. e.g. Frequencies along route 66 from Chicago to Tulsa in order of the cities passed. Should anyone want to bluesky on this announce your intentions in the Contact Column. We will get there. The Auto Club can plan a road trip, we should be able to give you a frequency map someday....

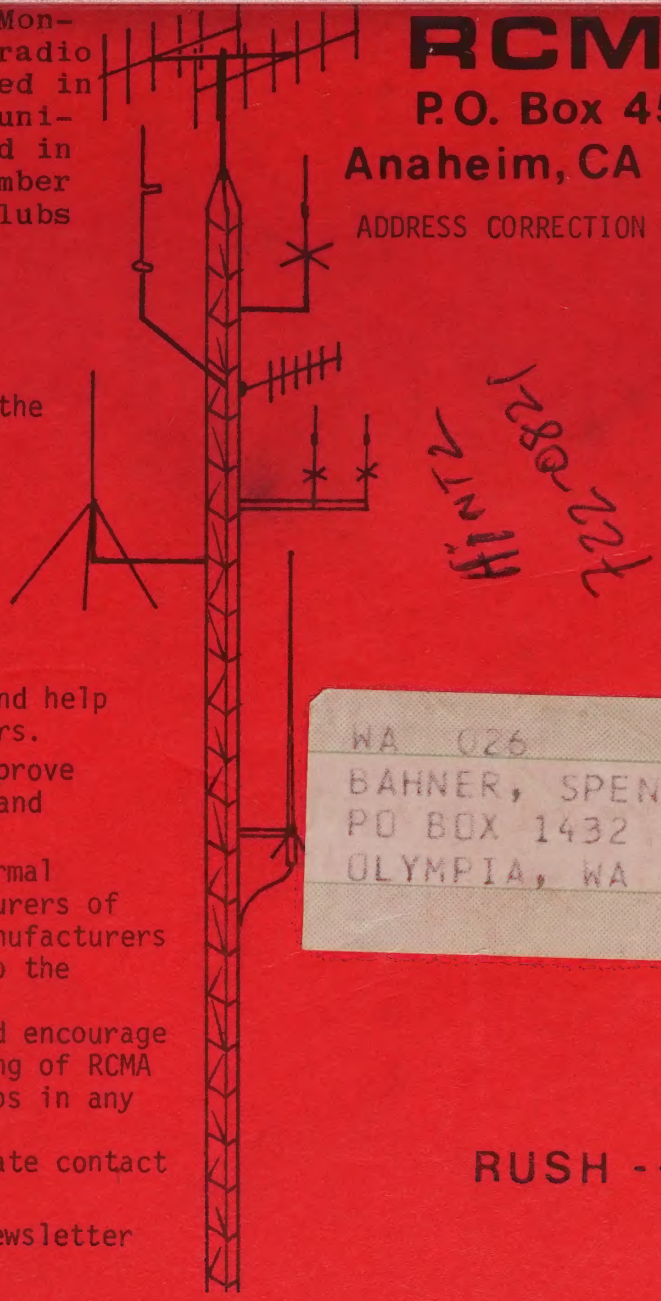
MATERIAL FOR EDITORS

Plea[illegible]entral distribution [illegible] reports and comments directly to the appropria[illegible] P.O. [illegible] big data base system, the use of a [illegible] box for everything has lots of delays.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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